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Walter Four-Wheel Drive Waukesha Motored Snow Plow Tractor

When Winter Comes

Fleets of Walter Snow Plow Tractors are used by motor bus companies such as Fifth Avenue Coach Company, Chicago Motor Bus Company, Detroit Motor Bus Company, Peoples Motor Bus Company of St. Louis, Pittsburgh Street Railways, Philadelphia Rapid Transit and others. Reliability, power and economy are required in their equipment. Walter Tractors have heavy duty Bus type Waukesha "Ricardo Head" motors.

You should know more about them. Send for "Six Cylinder" Motor Bulletin explaining advantages of the "Ricardo Head," their "Girder Type" crankcase, "Fresh Oil" lubricating system and the "Dynamic Thermostat."

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Waukesha **Wisconsin**

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AUTOMOTIVE INDUSTRIES

VOLUME 54 *Philadelphia, Thursday, February 18, 1926* NUMBER 7

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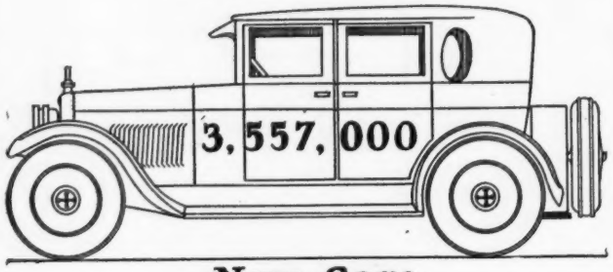
Our Industry Today

By Norman G. Shidle

New Cars Sold and Old Cars Scrapped—1925

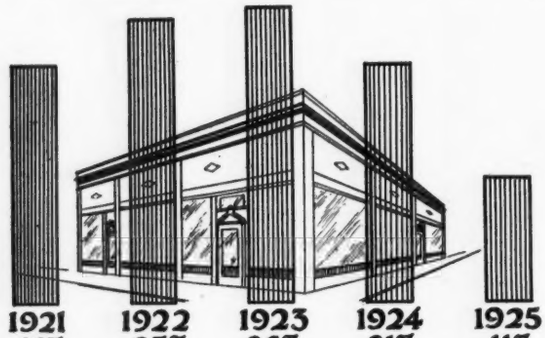


·New Cars·

·Old Cars Scrapped·

Although new cars still far outnumber scrapped cars the immense gains made by the latter during 1925 indicate that the time is not far distant when the replacement market alone will be nearly equivalent to the present new car market.

Mortality Among Car Dealers



(Percentage of dealers going out of business each year)

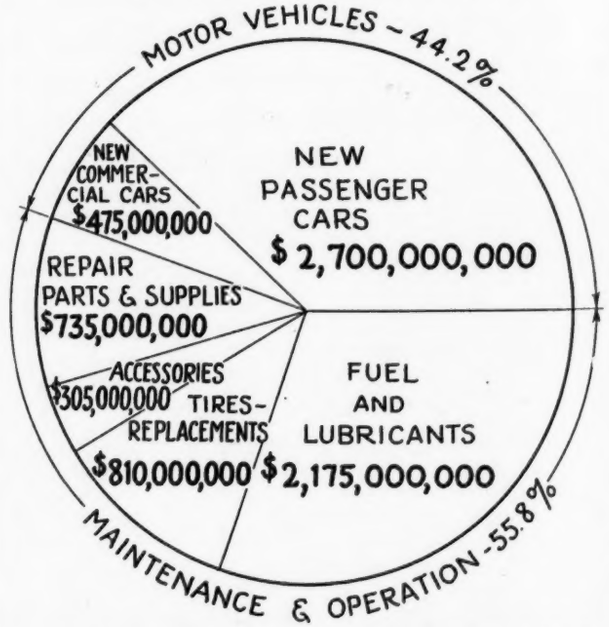
Dealer mortality has decreased rapidly during the past two years. A considerable part of the decrease is due to constructive dealer relations work by manufacturers.

THE best days of the automotive industry lie ahead. Greater stability exists in production, merchandising methods, dealer relations and financial structure than ever before. Serious problems remain to be solved, but the experience and judgement available for meeting them is greater in quantity and quality than in any past time.

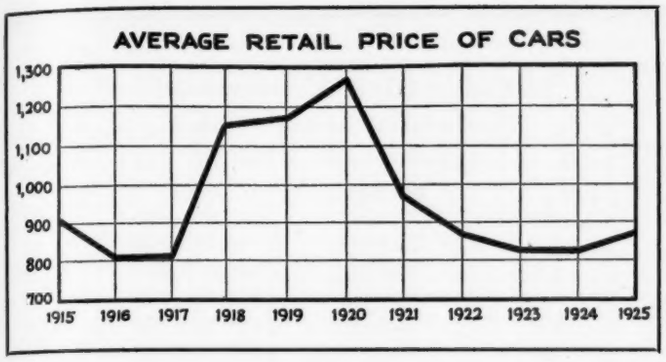
These general facts are borne out by detailed examination of the figures about the growth of the industry and the specifications of its products. But a few figures, summarized in chart form serve to visualize quickly these trends which are emphasized more strongly by detailed analysis.

Last year over a million and a half automobiles went to the scrap heap. The former owners of practically every one of those cars will be in the market for a new or used vehicle in 1926. And every year from now on a greater number of cars will be scrapped. That means that every year a larger proportion of the automobile market will be assured before the year starts—that greater stability of production will exist in the future than in the past.

Estimated Retail Sales of Automotive Products for 1926



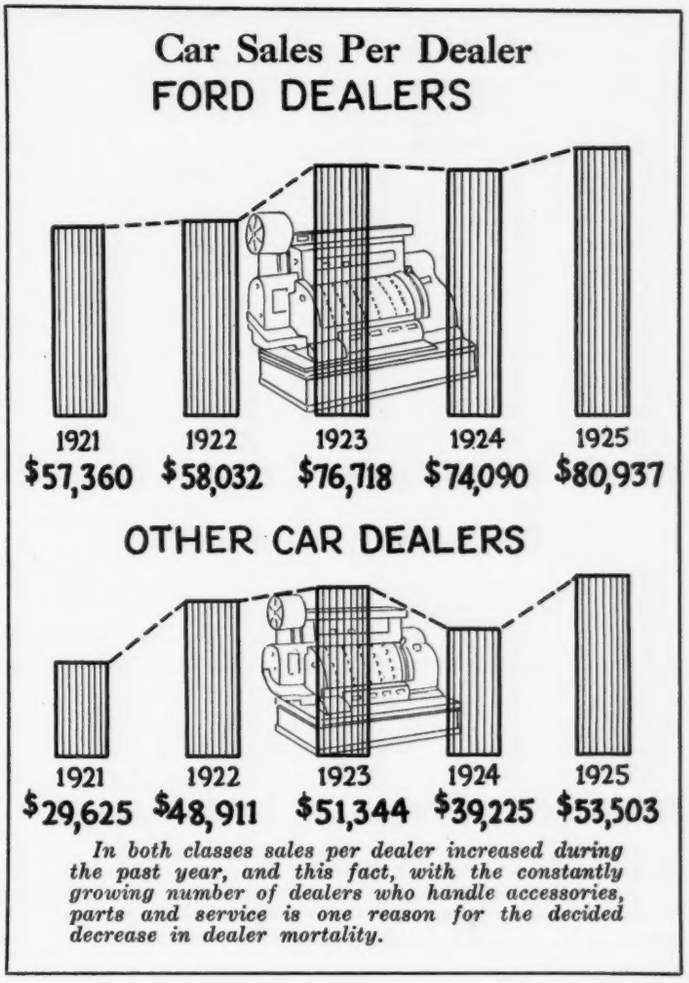
The proportionate share of vehicle sales in total automotive business increased slightly last year, but sales of other units still makes up well over half the total. Car dealers are merchants of all automotive products, and not just car salesmen.



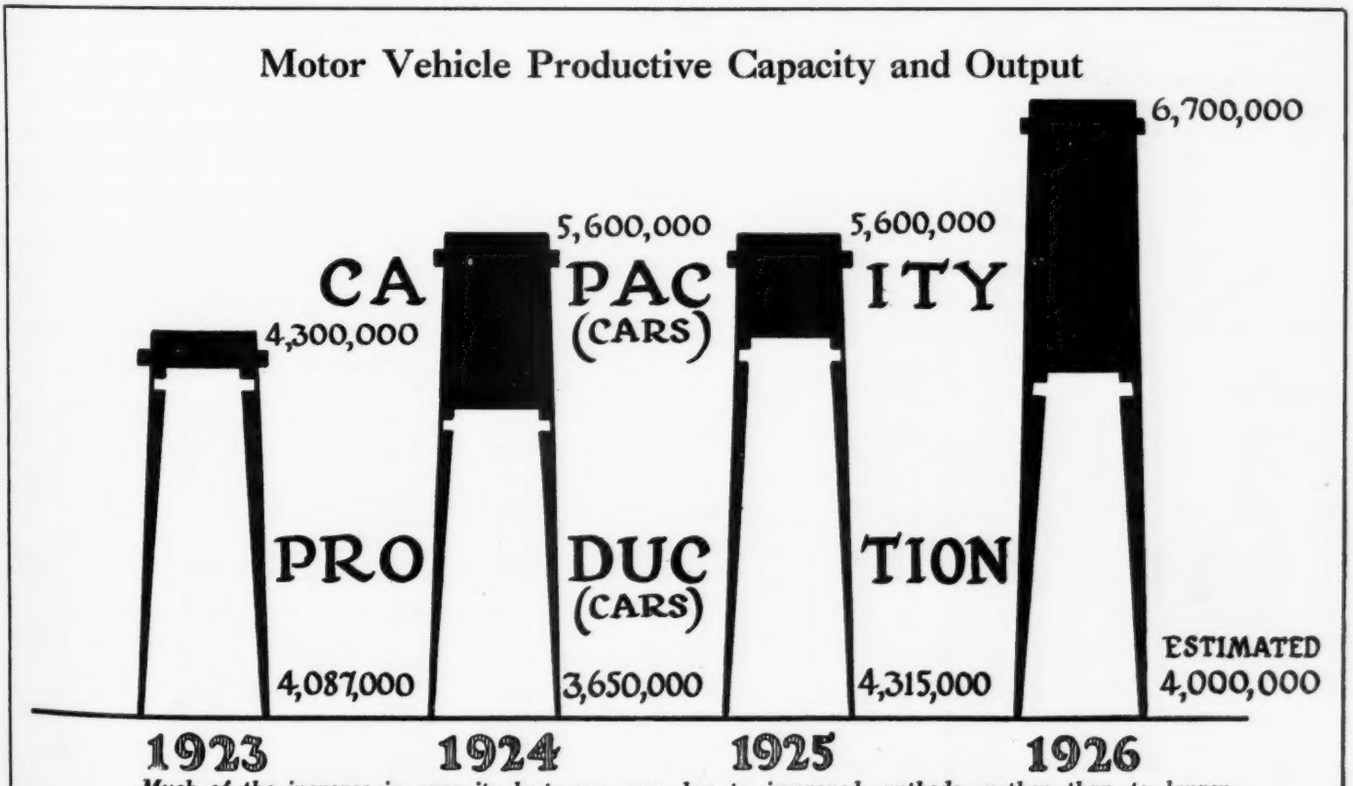
Fewer dealers went out of business last year than in any twelve-month period since accurate statistics on this subject have been compiled. Dealer mortality in 1925 was only about 11 per cent as against nearly twice that percentage only one year previous. Greater stability in the retail field is clearly indicated.

More and more dealers are coming to look upon the sales of parts and accessories as a profitable and regular part of their sales function. Sale of supplies for the maintenance and operation of motor vehicles comprised nearly 59 per cent of the total retail sales of automotive products last year. This percentage has been growing for several years past. With profits from parts and accessories to balance off dips in the car sales curve, the dealer has more chance of permanence and stability than he had a few years back. This point is emphasized by the fact that car sales per dealer (other than Ford) jumped to $53,503 in 1925, the highest point since before 1921.

The average retail price of cars increased slightly last year due to the huge increase in the proportion of closed cars and the relatively large sale of cars in other than the lowest price class.



In both classes sales per dealer increased during the past year, and this fact, with the constantly growing number of dealers who handle accessories, parts and service is one reason for the decided decrease in dealer mortality.



Much of the increase in capacity last year was due to improved methods, rather than to larger plant and equipment expenditures. With production only equal to last year, over 60 per cent of the total capacity will be utilized—a not unsatisfactory condition.

Passenger Car Production

(In United States and Canada)

Compiled by N. A. C. C.

	Number	Wholesale Value
1912	356,000	$335,000,000
1913	461,500	399,902,000
1914	543,679	413,859,379
1915	818,618	565,978,950
1916	1,525,578	921,378,000
1917	1,740,792	1,053,505,781
1918	926,388	801,937,925
1919	1,657,652	1,461,785,925
1920	1,883,158	1,809,170,963
1921	1,514,000	1,093,918,000
1922	2,406,396	1,567,003,041
1923	3,694,237	2,276,399,270
1924	3,243,285	2,011,038,288
1925	3,817,638*	2,480,000,000

* 3,678,327 produced in United States and 139,311 in Canada.

Motor Truck Production

(In United States and Canada)

Compiled by N. A. C. C.

	Number	Value
1912	22,000	$43,000,000
1913	23,500	44,000,000
1914	25,375	45,098,464
1915	74,000	125,800,000
1916	92,130	166,650,273
1917	128,157	220,982,668
1918	227,250	434,168,992
1919	316,364	423,326,621
1920	322,039	423,756,715
1921	147,550	166,082,000
1922	252,668	222,635,324
1923	392,760	311,144,434
1924	374,317	317,027,716
1925	496,998*	440,000,000

* 474,923 produced in United States and 22,075 in Canada.

Closed Car Output 61.5% of 1925 Total

By K. W. Stillman

DURING the record automotive production year of 1925, closed car production exceeded that of open cars for the first time. Closed car output was greater than that of open cars by 873,570 units and represented 61.5 per cent of the total. Average retail price of cars advanced from $824 in 1924 to $870. Truck production showed greater percentage gains than cars while average retail price of trucks also advanced slightly. Motorcycle production was a few thousand greater than during 1924.

The 1925 domestic output (including Canada) of major automotive units was:

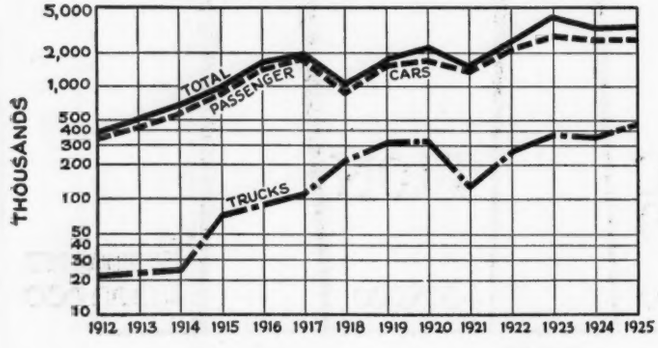
Passenger cars	3,817,638
Trucks (including buses)	496,998
Buses (approximate)	17,500
Motorcycles	45,000
Tires	62,000,000

Although output was relatively low at the beginning of the year, April production exceeded the April, 1924, figure and every month after that with the single exception of August registered a big increase over the same month of the previous year. The result was a total production 18.5 per cent greater than in 1924.

Truck production, with an increase of 33 per cent, showed a larger gain over 1924 than did any other automotive product. Passenger car production increased 17.7 per cent over that of the previous year. No accurate data are available regarding the number of buses produced but an estimate of 17,500 is probably about right. This type of vehicle will undoubtedly become a more important factor in automotive production in the future.

Motorcycle production is estimated to be slightly higher than in 1924. The reason for this is probably due almost entirely to improving export and police markets, since 1926

CAR AND TRUCK PRODUCTION



Truck production increased at a slightly more rapid rate than passenger cars as the relative slope of the lines depicting production of the two units in the above chart indicates

Open and Closed Car Production

Year	Open	Closed	% Closed
1919	1,496,652	161,000	10.3
1920	1,563,022	320,136	17.0
1921	1,179,000	335,000	22.1
1922	1,691,368	715,028	30.0
1923	2,434,360	1,259,877	34.0
1924	1,845,803	1,397,482	43.0
1925	1,472,034	2,345,604	61.5

Production of Closed Cars

% applies to total production in given price class

	Under $1000	$1000 to $2000	$2000 to $3000	Over $3000
1919	9%	8%	24%	27%
1920	16	12	22	43
1921	21	18	36	41
1922	23.8	38.8	78.8	77.1
1923	29.3	45.8	75.2	90.6
1924	31.8	70.7	76.9	90.0
1925	54.2	80.3	87.0	89.6

registration figures show that the number of motorcycles in civilian operation in this country continues to decrease. In many foreign countries motorcycles, especially American built machines, are very popular and consequently this section of the industry has been able to retain its former position in the face of decreasing domestic demand.

Number and Percentage of Passenger Car Production by Years and Price Classes

(In United States and Canada)

(Based on actual sales price of model)

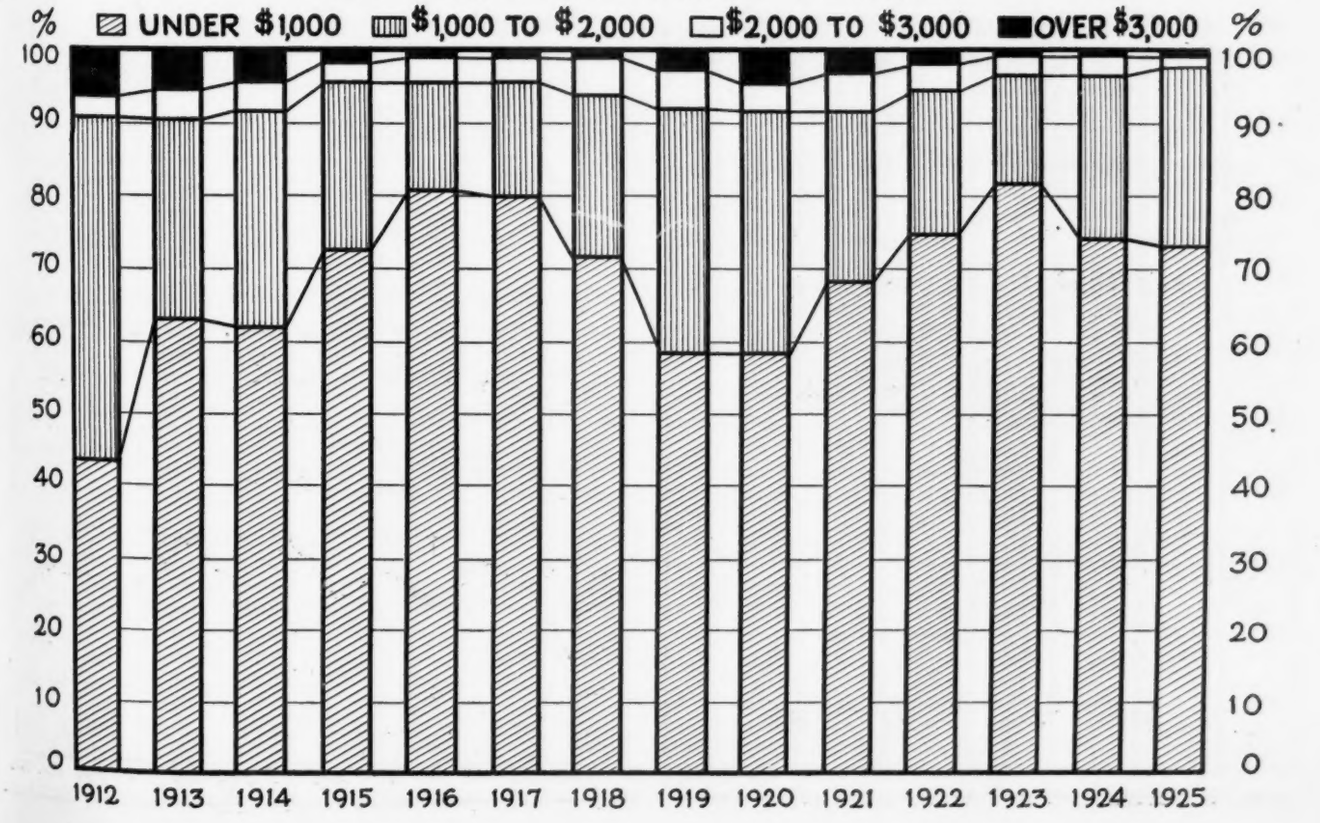
Years	Under $1,000 Number	Per Cent of Total	$1,000-$2,000 Number	Per Cent of Total	$2,000-$3,000 Number	Per Cent of Total	$3,000 and Over Number	Per Cent of Total
1912	155,000	43.8	169,800	47.7	10,300	2.9	19,900	5.6
1913	289,400	62.7	131,500	28.5	23,100	5.0	17,500	3.8
1914	339,800	62.5	160,400	29.5	29,900	5.5	13,600	2.5
1915	591,900	72.3	199,700	24.4	18,000	2.2	9,000	1.1
1916	1,214,300	81.3	231,500	15.5	35,800	2.4	11,900	.8
1917	1,389,200	79.8	304,600	17.5	26,100	1.5	20,900	1.2
1918	663,300	71.6	224,200	24.2	31,500	3.4	7,400	.8
1919	976,400	58.9	578,500	34.9	69,600	4.2	33,200	2.0
1920	1,118,600	59.4	619,600	32.9	81,000	4.3	64,000	3.4
1921	1,044,700	69.0	352,800	23.3	81,700	5.4	34,800	2.3
1922	1,780,700	74.0	524,600	21.8	60,200	2.5	40,900	1.7
1923	2,967,500	81.6	596,400	16.4	43,600	1.2	29,100	.8
1924	2,390,813	73.3	786,065	24.1	42,402	1.3	42,402	1.3
1925	2,795,242	73.2	891,724	23.4	70,723	1.8	59,949	1.6

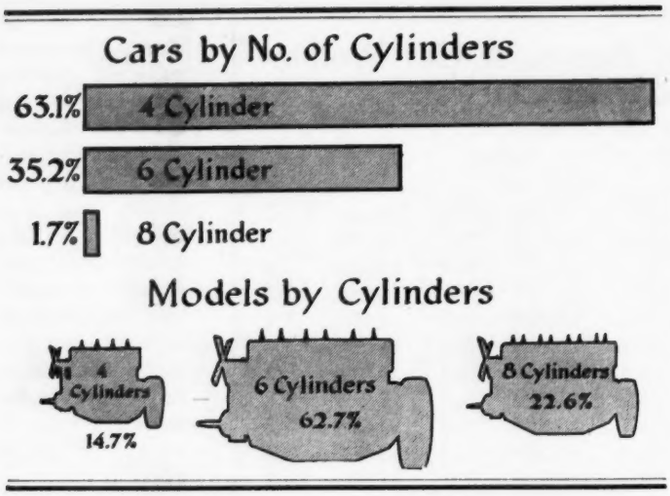
During the five-year period from 1920 to 1924 inclusive nearly 53 per cent of the American motorcycle production was exported. About 49 per cent of the 1925 production was destined for foreign markets.

The average increase in the retail price of cars, from $824 in 1924 to $870 in 1925, represented a gain of 5.6 per cent. This is probably due not only to the greater proportion of closed cars and to the marked decrease this year in the percentage of Ford production to the total, but also to the great increase of cars selling for around $1000. Extension of instalment selling no doubt, has also tended to increase the price which prospective buyers could or would pay for a car, thus causing increased sales for cars in higher price classes.

This is borne out to some extent by the accompanying table showing comparative number and per cent of production by price classes. Cars selling for less than $1000 have decreased slightly in relation to the total, as have cars selling in the next price class, while cars retailing at over $2000 have gained.

The average retail price of trucks also has increased slightly over the figure for last year. Some of the same influences are at work here as in the passenger car field while the addition of an increasing number of bus sales —usually higher priced than trucks of equal capacity—





probably has had some effect on the average price.

Best available figures indicate that 61.5 per cent of all cars built during 1925 were closed. This does not indicate accurately the large proportion of closed cars that was made by most manufacturers, since two large producers who build about 59 per cent of the total cars produced divided their production about equally between open and closed models. Eliminating their production it is found that over 79 per cent of cars made by all other manufacturers were closed.

A year or so ago this increase in number of closed cars built might be regarded as the sole cause for the increase in average retail price, and it still has some effect without doubt. Manufacturers have been so successful in obtaining production economies in making closed cars, however, that in many cases there is only a very small price differential between the two types.

Six-Cylinder Increase Rapid

Of the total number of car models, 63 per cent are six-cylinder, 22 per cent are eight-cylinder and 15 per cent are four-cylinder. As might be expected, four-cylinder cars make up 63 per cent of the total number produced while six-cylinder models account for 35 per cent and eight-cylinder cars 2 per cent.

Trucks of one ton capacity continue to increase in favor and their production, in relation to total production, gained 2.3 per cent over 1924 figures. All other sizes showed a percentage decrease in relation to total output.

The accompanying chart showing monthly production gives an interesting picture of the effect of seasonal variation upon automotive production. During the three spring months production reaches its peak and then declines steadily until a slight reaction is experienced in September and October. This upturn is followed by another decline in the closing months of the year while the new year begins with increasing production culminating in a new peak during the spring.

Stability Increasing

Elimination of a major part of these variations would be a very important contribution towards more economical production. Changes of 50 or 60 per cent in the production of two consecutive months certainly is not conducive to fullest use of manufacturing facilities and at the present time probably a good portion of the excess productive capacity has been brought into being because of the spring peak.

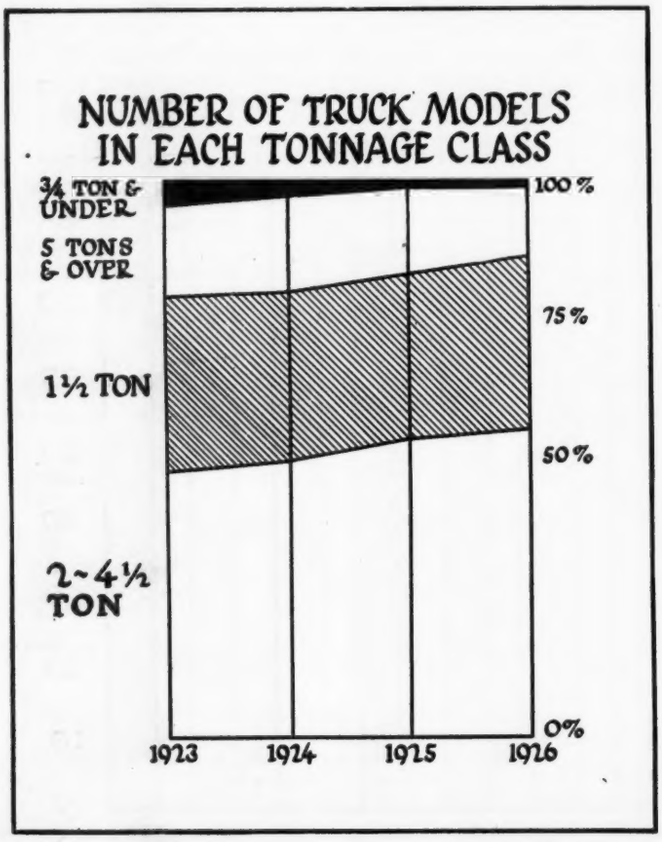
Car and truck production for 1925 in countries outside the United States for which any data are available at this time is as follows:

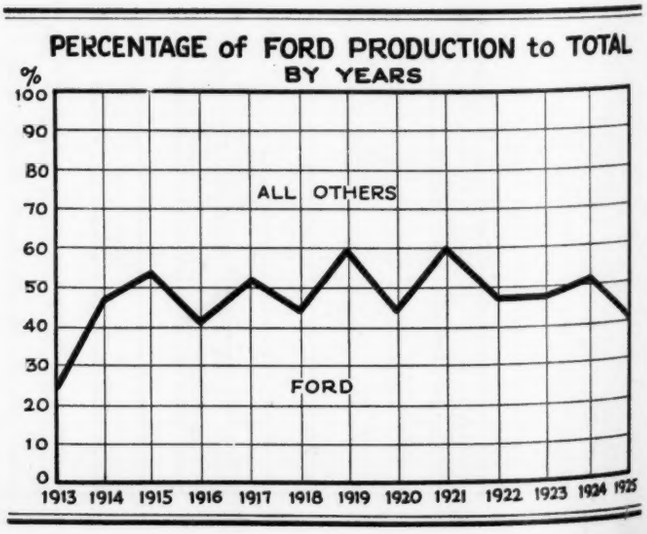
France	**177,000**
Great Britain	**168,000**
Canada	**161,386**
Germany	**30,000**
Czechoslovakia	**5,500**

Total passenger car and truck production in Great Britain during 1925 was 168,000 or 34 per cent greater than that of 1924. Passenger cars increased from 97,000 to 131,000 or 35 per cent, while trucks increased from 28,000 to 37,000, or 32 per cent.

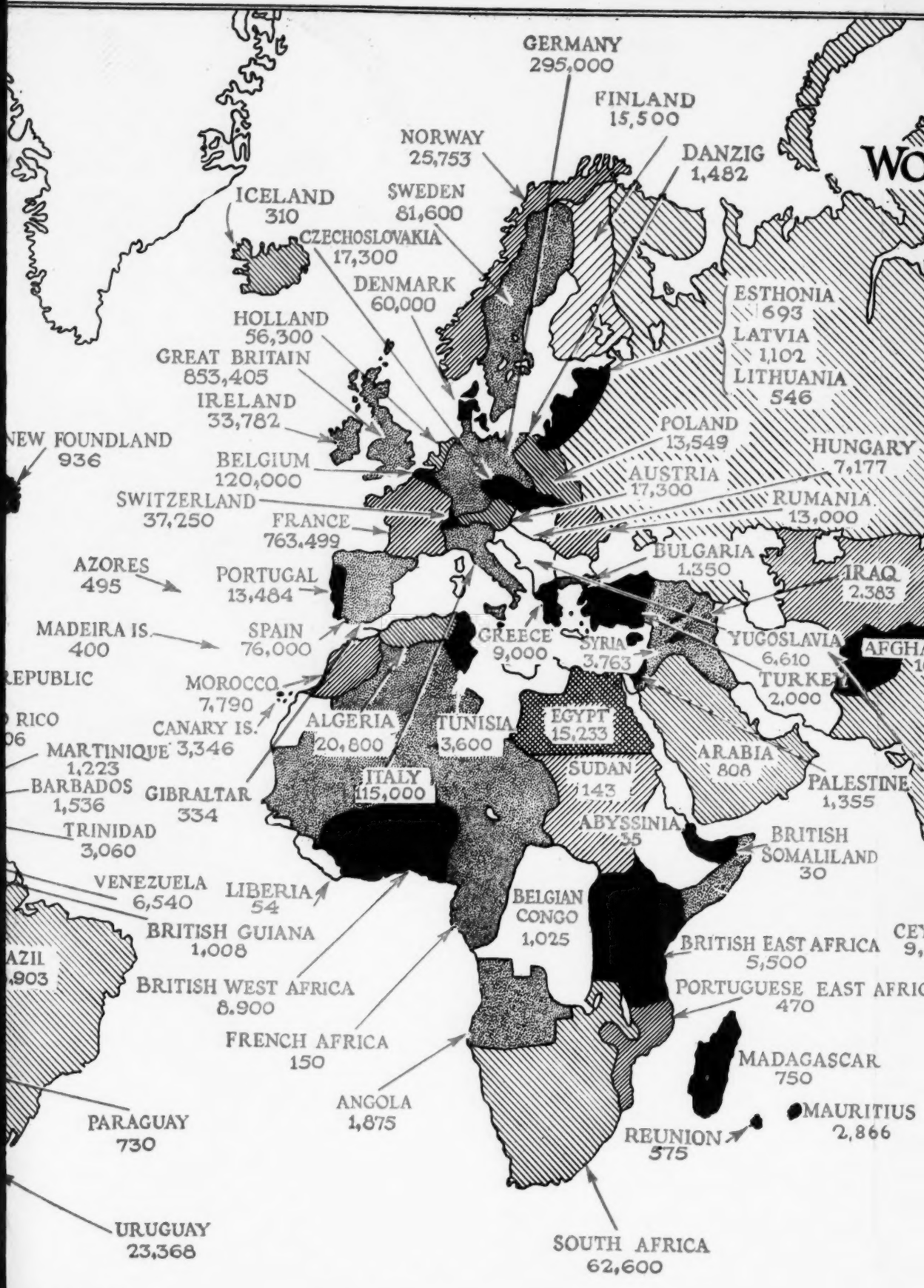
These figures are estimates, since no accurate production statistics are available, only a few manufacturers releasing any details concerning their outputs. Based upon the registration statistics issued by the Ministry of Transport and upon the Board of Trade figures relating to exports and imports, the present data are as nearly correct as it is possible to obtain. Also these figures relate to the year ending August 31, 1925, since this is the latest date for which registration data were available.

(Continued on page 254)

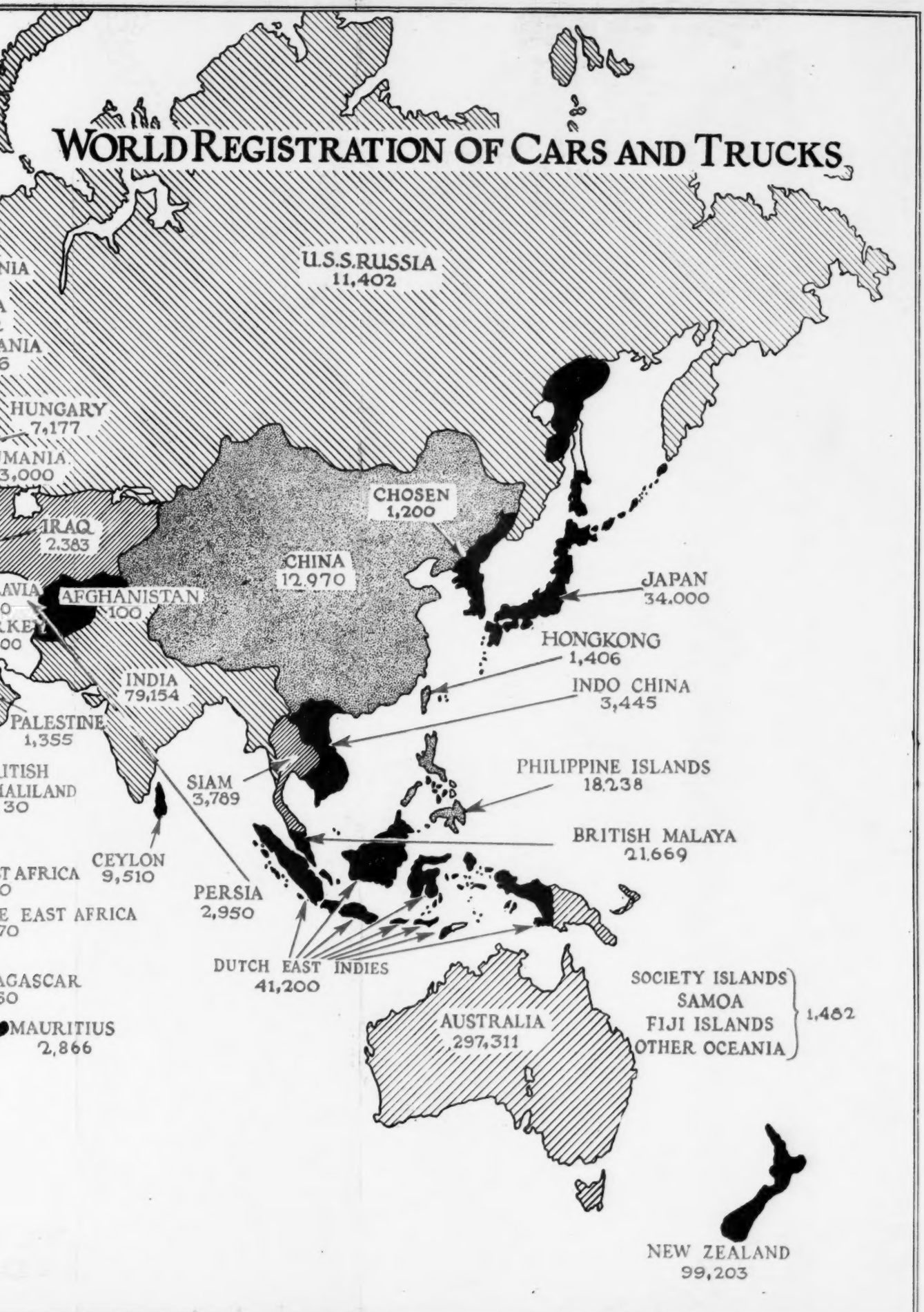




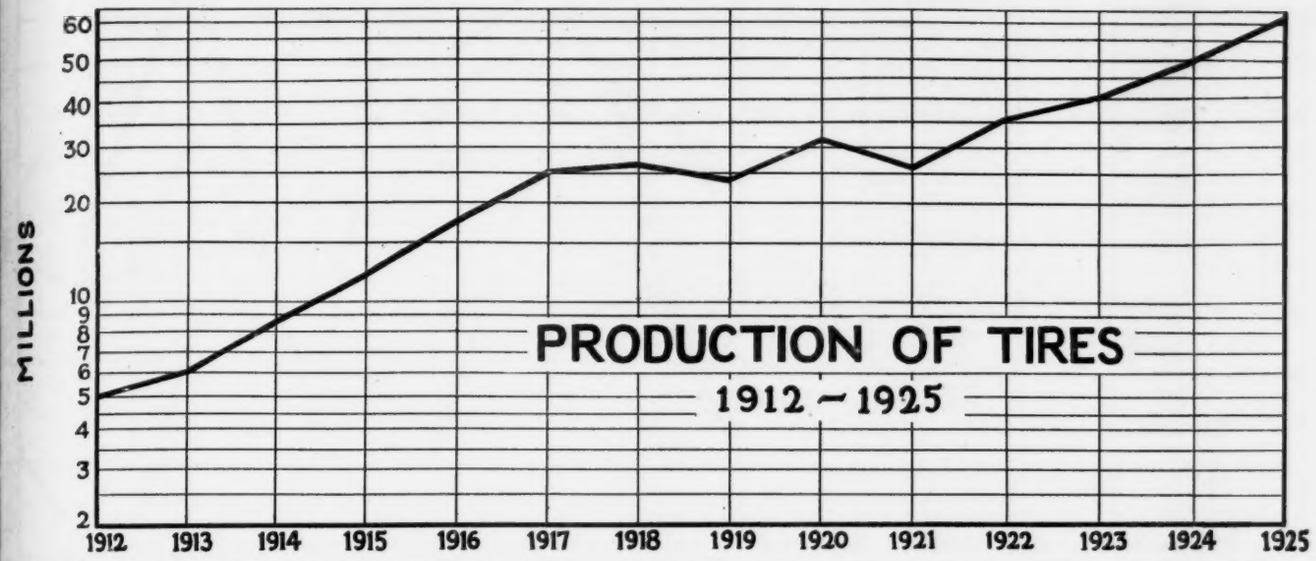

ALASKA
1,138
DOMINION OF CANADA
719,718
UNITED STATES
19,843,936
HAWAII
25,300
MEXICO
41,820
GUATEMALA
993
BRITISH HONDURAS
115
HONDURAS
420
SALVADOR
1,080
NICARAGUA
405
JAMAICA
4,100
CUBA
35,000
HAITI
1,450
DOMINICAN REPUBLIC
3,015
PORTO RICO
12,906
COSTA RICA
563
PANAMA
3,407
COLOMBIA
3,579
ECUADOR
1,160
PERU
7,500
BOLIVIA
1,000
CHILE
13,714
ARGENTINA
173,754
URUGUAY
23,368
PARAGUAY
730
BRAZIL
66,903
VENEZUELA
6,540
BRITISH GUIANA
1,008
MARTINIQUE
1,223
BARBADOS
1,536
TRINIDAD
3,060
NEW FOUNDLAND
936
ICELAND
310
HOLLAND
56,300
GREAT BRITAIN
853,405
IRELAND
33,782
BELGIUM
120,000
SWITZERLAND
37,250
FRANCE
763,499
AZORES
495
PORTUGAL
13,484
MADEIRA IS.
400
SPAIN
76,000
MOROCCO
7,790
CANARY IS.
3,346
GIBRALTAR
334
ALGERIA
20,800
LIBERIA
54
BRITISH WEST AFRICA
8,900
FRENCH AFRICA
150
1926
TOTAL
24,452,267
Outside United States 4,608,331
(See pages 255-258)

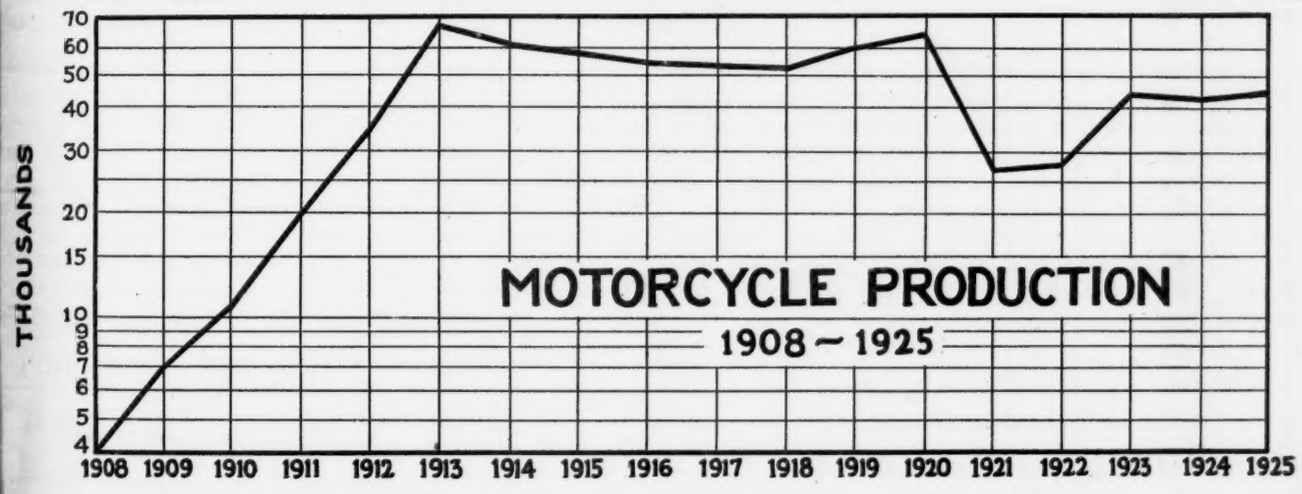


AUTOMOTIVE INDUSTRIES
FEBRUARY 18, 1926

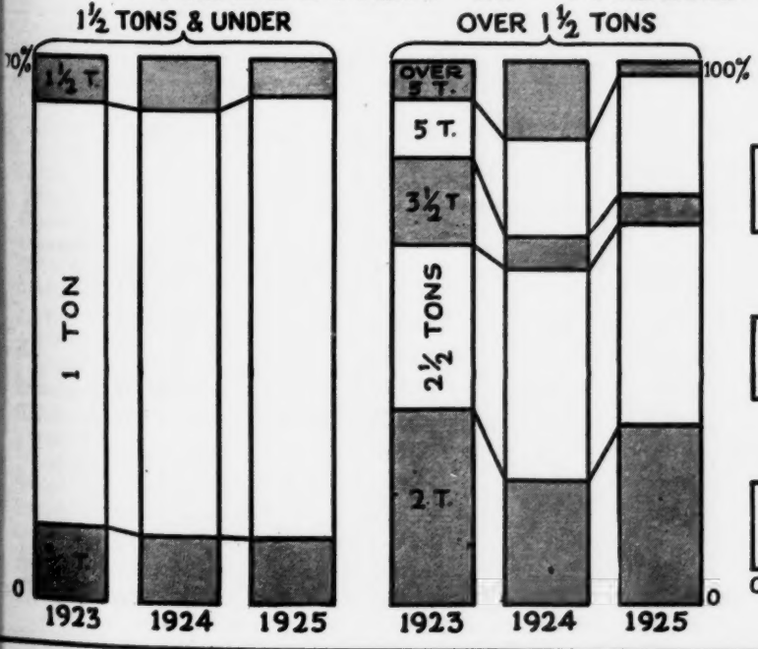


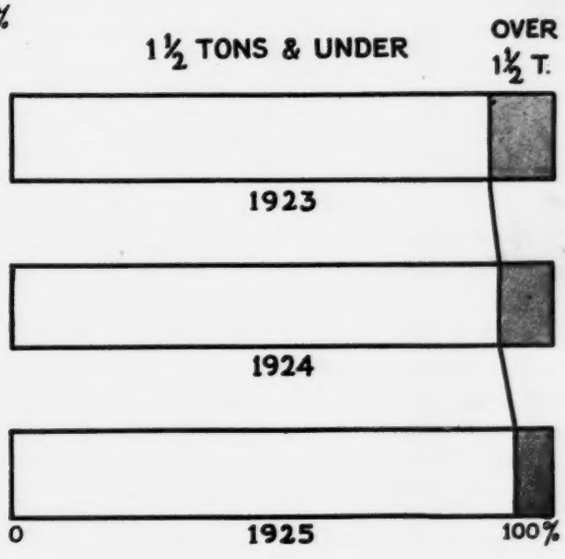
Output of Trucks, Tires and Motorcycles



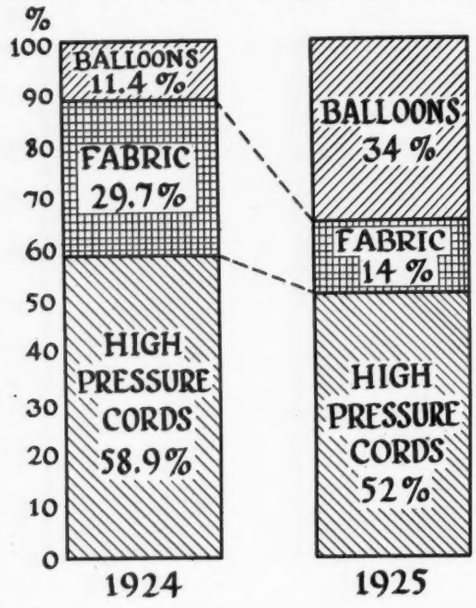


PRODUCTION OF TRUCKS BY CAPACITIES

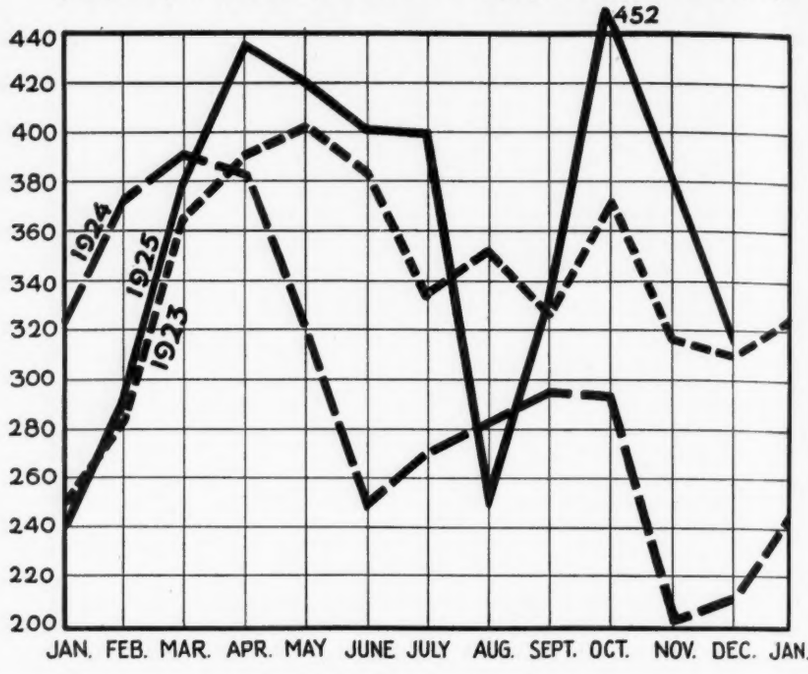




TIRE OUTPUT BY TYPES



MONTHLY PRODUCTION of MOTOR CARS & TRUCKS



It is not difficult to account for the British passenger car increase when it is realized that Morris alone increased his output from 27,500 in 1924 to 48,700 in 1925, according to an announcement made last September, also relating to the year ending August 31.

British motorcycle production in 1925, was approximately 170,000 as compared with 132,000 in 1924.

During the year 1925 it is estimated that France produced 207,000 automobiles, of which 145,000 were absorbed by the home market and 61,450 were exported. This constitutes the high water mark of French automobile production. In the above figures some 30,000 Fords are considered as French products, although the cars are only assembled in that country from imported parts.

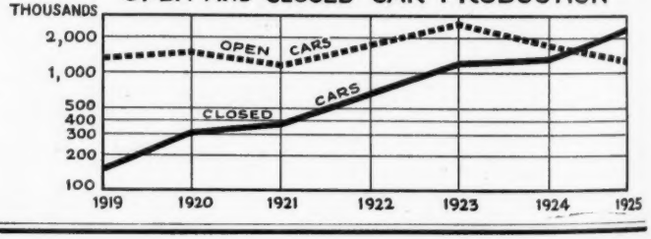
No returns are made by French automobile manufacturers to any central body regarding production.

Motor Vehicle Production—Great Britain and France

(Exclusive of Ford Assemblies)

	1922	1923	1924	1925
Great Britain ..	63,000	75,000	125,000	168,000
France	65,000	138,000	155,000	177,000

OPEN AND CLOSED CAR PRODUCTION



Number and Per Cent of Truck Production by Capacities

(In United States and Canada)

(Based on N. A. C. C. Figures)

	1922		1923		1924		1925	
	Number	Per cent of total	Number	Per cent of total	Number	Per cent of total	Number	Per cent of total
¾ ton or less	62,194	24.5	44,198	11.3	53,111	14.2	58,494	11.8
1 ton to 1½	147,796	58.5	275,343	70.1	270,038	72.1	370,953	74.5
1½ ton to 2	7,134	2.8	30,249	7.7	18,480	4.9	27,796	5.6
2 ton to 2½	13,830	5.5	14,998	3.8	10,502	2.8	10,853	2.2
2½ ton to 3½	11,247	4.5	12,519	3.2	9,805	2.6	9,895	2.0
3½ ton to 5	3,319	1.3	6,761	1.7	2,105	.6	1,976	0.4
5 to 5½	5,718	2.3	4,611	1.2	6,948	1.9	7,871	1.6
Over 5½ ton	1,430	.6	4,081	1.0	3,328	.9	882	0.2
Miscellaneous							8,278	1.7
	252,668	100.0	392,760	100.0	374,317	100.0	496,998	100.0

4,608,331 Cars and Trucks Now in Use Outside U. S.

Gain of 26.8 per cent over last year. Total in world now 24,452,267, representing 14.5 per cent increase over 1925.

ON January 1, 1926 there were in operation throughout the world exclusive of the United States 3,560,209 passenger cars, 1,048,122 trucks—totaling 4,608,331—and 1,319,253 motorcycles. This is a gain of 974,059 cars and trucks over the number in operation in 1924 or a percentage increase of 26.8, which may be compared with the gain of 1924 over 1923 registrations of slightly less than 21 per cent. Motorcycles gained 44 per cent over 1924 registrations, the actual increase being 402,916.

Including United States' registrations, the world total now is 24,452,267 cars and trucks, a gain of 14.5 per cent over last year.

Every section of the world contributed to this increase. In rates of increase Oceania leads with a gain of 46.5 per cent. Africa is next with a 37 per cent increase and

WORLD REGISTRATION OF CARS and TRUCKS

(Alphabetically listed)

Abyssinia	35	Eritrea	70	Nyasaland	505
Afghanistan	100	Esthonia	693	Other British Oceania	75
Alaska	1,138	Faroe Islands	11	Other British West Indies	700
Algeria	20,800	Fiji Islands	394	Palestine	1,355
Angola	1,875	Finland	15,500	Panama	3,407
Arabia (incl. Aden)	808	France	763,499	Papua	122
Argentina	173,754	French Equatorial Africa	150	Paraguay	730
Australia	297,311	French Indo China	3,445	Persia	2,950
Austria	17,300	Germany	295,000	Peru	7,500
Azores	495	Gibraltar	334	Philippine Islands	18,238
Bahamas	710	Gilbert & Ellice Islands	2	Poland	13,549
Barbados	1,536	Great Britain	853,405	Porto Rico	12,906
Belgian Congo	1,025	Greece	9,000	Portugal	13,484
Belgium	120,000	Grenada	277	Portuguese East Africa	470
Bolivia	1,000	Guadeloupe	650	Reunion	575
Brazil	68,903	Guatemala	993	Rhodesia	1,130
British East Africa	5,500	Haiti	1,450	Rumania	13,000
British Guiana	1,008	Hawaii	25,300	Russia	11,402
British Honduras	115	Holland	56,300	St. Lucia	71
British Malaya	21,669	Honduras	420	St. Pierre & Miquelon	20
British North'n. Borneo	62	Hongkong	1,406	Salvador	1,080
British Somaliland	30	Hungary	7,177	Samoa	187
British West Africa	8,900	Iceland	310	Seychelles Islands	3
Bulgaria	1,350	India	79,154	Siam	3,789
Canada	719,718	Iraq.	2,383	Society Islands	331
Canary Islands	3,346	Irish Free State	33,782	Solomon Islands	2
Ceylon	9,510	Italy	115,000	South Africa	62,600
Chile	13,714	Jamaica	4,100	Spain	76,000
China	12,970	Japan	34,000	Spanish Morocco	681
Chosen	1,200	Latvia	1,102	Sudan	143
Colombia	3,579	Liberia	54	Sweden	81,600
Cook Islands	69	Lithuania	546	Switzerland	37,250
Costa Rica	563	Madagascar	750	Syria	3,673
Cuba	35,000	Madeira Islands	400	Tonga	114
Cyprus	741	Malta	869	Trinidad	3,060
Czechoslovakia	17,300	Martinique	1,223	Tunisia	3,600
Danzig Free City	1,482	Mauritius	2,866	Turkey	2,000
Denmark	60,000	Mexico	41,820	United States	19,843,936
Dominica	27	Morocco	7,790	Uruguay	23,368
Dominican Republic	3,015	Newfoundland	936	Venezuela	6,540
Dutch East Indies	41,200	Nicaragua	405	Western Samoa	186
Dutch Guiana	120	New Zealand	99,203	Yugoslavia	6,610
Dutch West Indies	577	Northern Ireland	19,455		
Ecuador	1,160	Norway	25,753	Total	24,452,267
Egypt	15,233				

then comes Asia registering a gain of 30.7 per cent. Europe had a 25 per cent increase. The Americas, including United States' registrations, showed the smallest percentage gain with 12.1 per cent. With United States and Canadian figures omitted, however, the remainder of North and South America had an aggregate gain of 44.6 per cent, second only to Oceania—and the latter, as will be explained later, represents statistical gains to some extent rather than actual increases.

Survey Gains in Accuracy

These are the salient points of the 1926 world motor vehicle census which has been prepared jointly by *Automotive Industries, The American Automobile (Overseas Edition)* and *El Automovil Americano*. The present census has been compiled from hundreds of official and trade reports covering every part of the world and is without any doubt far superior in accuracy and completeness to any previous census made.

This year it has been posible, because of more accurate and complete returns, to segregate car and truck figures in all except one or two territories. Lack of this data for 1925 prevents exact comparisons with last year's figures to learn if, as seems probable, increases in truck registrations were more rapid than those in the passenger car field.

In countries other than United States and Canada, and particularly in Europe, trucks are proportionately much more numerous than they are here. The ratios of cars to trucks in the various continents are:

Africa	5.7 to 1
Asia	4.3 to 1
Europe	2.7 to 1
Oceania	6.4 to 1
N. and S. America	7.1 to 1
America, except U. S.	6.2 to 1

These figures suggest the vast market still to be opened up for passenger cars in foreign countries as their peoples gradually are sold the idea that the passenger car has economic as well as pleasure value. In many countries, Italy for example, the middle classes are just beginning to realize that automobiles are as enjoyable and profitable for them as for the rich. Lacking the phenominal prosperity of the American people, however, foreign countries cannot be expected to absorb cars in such proportions as here, but there is strong evidence that increasing use of automobiles as family conveyances will greatly extend their use soon in other parts of the world.

That good roads, prosperity and automobiles are linked together in an endless chain is again evidenced by the progress last year in many countries, notably, Australia, New Zealand, South Africa, partically all sections of Latin America, Spain, British Malaya, the Dutch East Indies, Equatorial Arica and Japan.

Increased use of cars brought about extensive highway work in these countries and the extension of good roads increased the use of cars, as can be seen from the registration data presented here; and both items were factors in the increased prosperity with which nearly the entire world has been blessed during the past year.

America Passes 20,000,000 Mark

Countries	Total Cars and Trucks	Cars	Trucks	Motorcycles
Alaska	1,138	763	375	6
Argentina	173,754	144,926	28,828	3,240
Bahamas	710	506	204	12
Barbados	1,536	1,267	269	90
Bolivia	1,000	850	150	12
Brazil	68,903	56,640	12,263	1,200
British Guiana	1,008	897	111	72
British Honduras	115	87	28	6
Canada	719,718	644,725	74,993	7,876
Chile	13,714	10,030	3,684	140
Colombia	3,579	2,634	945	75
Costa Rica	563	485	78	50
Cuba	35,000	26,500	8,500	450
Dominica	27	21	6	1
Dominican Republic	3,015	2,600	415	100
Dutch Guiana	120	110	10	20
Dutch West Indies	577	494	83	15
Ecuador	1,160	860	300	10
Grenada	277	241	36	20
Guadeloupe	650	611	39	25
Guatemala	993	925	68	292
Haiti	1,450	1,300	150	15
Honduras	420	331	89	17
Jamaica	4,100	3,250	850	300
Martinique	1,223	1,030	193	69
Mexico	41,820	35,310	6,510	685
Newfoundland.	936	811	125	165
Nicaragua	405	350	55	.....
Other British West Indies.	700	500	200	50
Panama	3,407	3,028	379	245
Paraguay	730	520	210	5
Peru	7,500	5,000	2,500	120
Porto Rico	12,906	10,090	2,816	240
St. Lucia	71	46	25	17
St. Pierre and Miquelon	20	.....	20	.....
Salvador	1,080	1,000	80	50
Trinidad	3,060	2,430	630	448
United States	19,843,936	17,317,357	2,526,579	140,415
Uruguay	23,368	19,788	3,580	370
Venezuela	6,540	5,500	1,040	200
Total	20,981,229	18,303,813	2,677,416	157,123

North and South America

MOTOR vehicle registrations of the Western Hemisphere for 1925 totaled 20,981,229, an increase of 2,330,116 or 12.5 per cent over that of 1924. While the actual increase was greater than that made by any other continent the percentage increase was the smallest and represents practically the registration increase in the United States.

When registrations for the United States and Canada are taken out of the totals a very different picture is presented, for the rate of increase of all other American countries was 44.6 per cent, a truly remarkable gain. At the present time there are registered outside of the United States and Canada 417,575 vehicles, an increase of 129,458 over the 1924 figures, which did not, by the way, include the registrations for a few of the smaller islands of the West Indies which have been obtained this year for the first time.

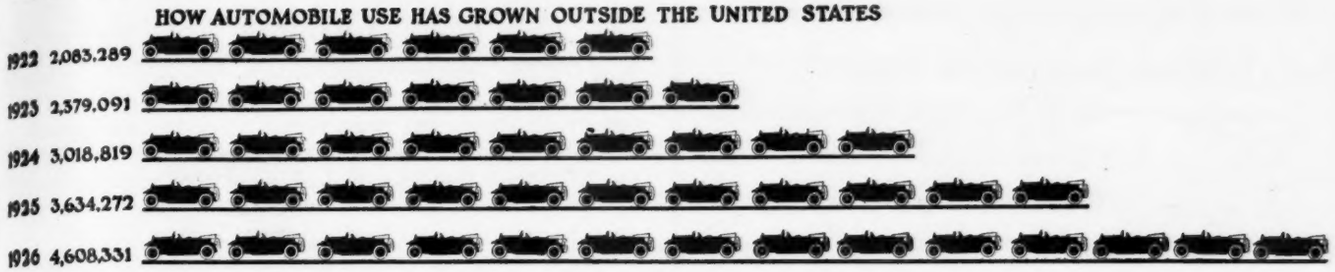
Argentina follows the United States and Canada in the number of motor vehicles in operation, then come Brazil, Mexico, Cuba and Uruguay. Brazil gained 54 per cent, Argentina 45 per cent and Mexico 20 per cent.

Europe

EUROPEAN motor vehicle registrations for 1925 total 2,668,558, an increase of 553,337 or 26.2 per cent over the previous year's figures. This percentage increase is only slightly more than that registered last year of 25 per cent.

Comparative figures for Belgium indicate an increase of

HOW AUTOMOBILE USE HAS GROWN OUTSIDE THE UNITED STATES



Nearly 250,000 Vehicles in Asia

Countries	Total Cars and Trucks	Cars	Trucks	Motorcycles
Afghanistan	100	50	50	.....
Arabia, including Aden	808	665	143	193
British Malaya	21,669	17,390	4,279	4,107
British North Borneo	62	50	12	10
Ceylon	9,510	6,620	2,890	2,561
China	12,970	10,623	2,347	693
Chosen	1,200	1,040	160	75
Cyprus	741	545	196	148
Dutch East Indies	41,200	36,000	5,200	7,800
French Indo China	3,445	2,878	567	.....
Hongkong	1,406	1,128	278	412
India	79,154	69,290	9,864	20,974
Iraq	2,383	2,313	70	.....
Japan	34,000	22,000	12,000	5,000
Palestine	1,355	1,200	155	100
Persia	2,950	2,500	450	330
Philippine Islands	18,238	13,266	4,972	800
Siam	3,789	3,200	589	950
Syria	3,673	3,245	428	92
Tibet	.....	.....	.....	1
Turkey	2,000	1,600	400	200
Total	240,653	195,603	45,050	44,446

85 per cent over the 1924 figures, but inasmuch as final returns have not been received from this country it is possible that this will be reduced. Germany made a gain of 37 per cent, France 33 per cent, Sweden 30 per cent and Great Britain 10 per cent.

The first five countries in order of the number of vehicles registered are: Great Britain, France, Germany, Belgium and Sweden.

As mentioned before, truck operation has developed proportionately faster than passenger cars in Europe so that the ratio of cars to trucks is much higher than on any other continent. The ratio this year remains about the same as it was last year—2½ cars to each truck—which may be compared with the ratio in the United States of nearly seven cars for each truck.

Increases were made in all European countries with the exception of Esthonia, Danzig and Russia. In the case of Esthonia and Russia there may not have been an actual decrease but only a statistical one due to overly optimistic estimates made last year.

Asia

IN Asia during 1925 a total of 240,653 cars and trucks were in operation. This is an increase of 56,495 vehicles or 30.7 per cent over the number in use during 1924.

Last year Asia started on the same development program along automotive lines that had been begun in other continents one or two years previously. Although hampered by a late start the progress shown during this first year in which conditions were favorable to automotive development indicate that Asia will very quickly assume an important place on the territorial maps of automotive manufacturers and distributors.

With 195,603 passenger cars and 45,050 trucks in operation it is apparent that compared with conditions in this country, motor vehicles are used more for utilitarian purposes than for pleasure since the ratio of cars to trucks is 4.8 to 1—nearly one-half that prevailing in the United States.

India leads in registrations and gained 24 per cent. Dutch East Indies is next in order followed by Japan, British Malayas and the Philippine Islands. Compared with the figures published last year Japan has gained 73 per cent during 1925, but the former figures have been questioned by the Japanese and it is quite possible that they were too low. British Malayas gained 41 per cent, Philippines 22 per cent and Dutch East Indies 14 per cent.

2,668,558 Motor Vehicles in Europe

Countries	Total Cars and Trucks	Cars	Trucks	Motorcycles
Austria	17,300	11,200	6,100	14,800
Azores	495	461	34	22
Belgium	120,000	108,000	12,000	55,000
Bulgaria	1,350	1,000	350	175
Czechoslovakia	17,300	12,300	5,000	9,000
Danzig Free City	1,482	1,049	433	576
Denmark	60,000	48,000	12,000	18,000
Esthonia	693	273	420	250
Faroe Islands	11	1	10	.....
Finland	15,500	10,500	5,000	4,500
France	763,499	499,911	263,588	142,262
Germany	295,000	198,200	96,800	188,000
Gibraltar	334	298	36	42
Great Britain	853,405	621,298	232,107	548,330
Greece	9,000	5,000	4,000	200
Holland	56,300	40,500	15,800	40,600
Hungary	7,177	5,857	1,320	1,964
Iceland	310	139	171	25
Irish Free State	33,782	27,549	6,233	8,895
Italy	115,000	79,000	36,000	49,109
Latvia	1,102	648	454	200
Lithuania	546	454	92	225
Malta	869	685	184	328
Northern Ireland	19,455	15,056	4,399	6,131
Norway	25,753	19,290	6,463	7,228
Poland	13,549	10,458	3,091	2,300
Portugal	13,484	10,785	2,699	1,251
Rumania	13,000	9,500	3,500	800
U. S. S. Russia	11,402	5,792	5,610	.....
Spain	76,000	68,000	8,000	4,000
Sweden	81,600	60,300	21,300	23,000
Switzerland	37,250	28,750	8,500	1,600
Yugoslavia	6,610	4,500	2,110	500
Total	2,668,558	1,904,754	763,804	1,129,313

African Registrations Gain 37%

Countries	Total Cars and Trucks	Cars	Trucks	Motorcycles
Abyssinia	35	30	5	.....
Algeria	20,800	17,700	3,100	900
Angola	1,875	1,250	625	165
Belgian Congo	1,025	625	400	.....
British East Africa	5,500	4,000	1,500	3,700
British West Africa	8,900	4,127	4,773	2,813
British Somaliland	30	20	10	20
Canary Islands	3,346	2,382	964	84
Egypt	15,233	12,771	2,462	3,142
Eritrea	70	50	20	.....
French Equatorial Africa	150	60	90	30
Liberia	54	32	22	7
Madagascar	750	650	100	600
Madeira Islands	400	325	75	100
Mauritius	2,866	2,473	393	292
Morocco	7,790	5,615	2,175	793
Nyasaland	505	457	48	887
Portuguese East Africa	470	385	85	140
Reunion	575	525	50	.....
Rhodesia	1,130	1,050	80	300
Seychelles Islands	3	3	.....	10
South Africa	62,600	58,000	4,600	23,000
Spanish Morocco	681	681	.....	.....
Sudan	143	110	33	33
Tunisia	3,600	3,200	400	.....
Total	138,531	116,521	22,010	37,016

Africa

ON the continent of Africa a total of 138,531 cars and trucks were in operation during 1925. This is an increase of 37,380 or 36.9 per cent over the number registered in 1924. As was true on all the other continents the increase was general and practically every country contributed to it. South Africa leads in the number of vehicles registered while Algeria leads among the larger countries in percentage gains over the previous year.

Following South Africa in the number of cars and trucks come Algeria, with 42 per cent increase, Egypt which gained 51 per cent, British West Africa with a 25 per cent gain and Morocco with 39 per cent gain.

Road development had a very important influence on automotive business during the past year, particularly in some of the countries where cars and trucks have not been used very extensively in the past. Gains of over 100 per cent were made in some of these countries, due largely to the opening of roads. The ratio of cars to trucks on the continent is 5.3 to 1.

Summary Table of World Registrations of Motor Vehicles

Countries	Total Cars and Trucks	Passenger Cars	Trucks	Motorcycles
Africa	138,531	116,521	22,010	37,016
America	20,981,229	18,303,813	2,677,416	157,123
Asia	240,653	195,603	45,050	44,446
Europe	2,668,558	1,904,754	763,804	1,129,313
Oceania	423,296	356,875	66,421	91,770
Total	24,452,267	20,877,566	3,574,701	1,459,668

Oceania

MOTOR vehicle registrations for 1925 in Oceania totaled 423,296 cars and trucks, an increase of 134,160 or 46.5 per cent over 1924. Part of this increase is undoubtedly statistical in nature rather than actual due to the fact that previous to last year accurate registration figures were not available but estimates were made based on new car sales and their average life.

The average life was assumed to be about seven years but since the institution of Dominion registration in New Zealand early last year it has been discovered that cars are operated between nine and ten years, so that registration estimates based on a seven-year life were low, not only for this country but for other countries, such as Australia, in which operating conditions were similar.

Statistically, New Zealand gained 64 per cent, Australia 45 per cent and Hawaii 12 per cent. Although these figures may be high there is no doubt that Oceania absorbed a considerably larger share of the world automotive production than ever before and the coming year, according to all reports, should be just as good if not better.

Total cars and trucks now in operation in Oceania number nearly one-half million and this figure is almost sure to be passed by another year. New Zealand now has one automotive vehicle, counting motorcycles, for every 10.9 inhabitants. This figure is not far below the similar figure for the United States, and New Zealand is one of the foremost countries in this respect.

Oceania Registrations Increased 46%

Countries	Total Cars and Trucks	Cars	Trucks	Motorcycles
Australia	297,311	253,561	43,750	66,500
Cook Islands	69	44	25	4
Gilbert and Ellice Islands	2	.....	2	.....
Fiji Islands	394	315	79	80
Hawaii	25,300	20,000	5,300	600
New Zealand	99,203	82,255	16,948	24,458
Other British Oceania	75	60	15	20
Papua	122	81	41	37
Samoa	187	104	83	20
Society Islands	331	275	56	35
Solomon Islands	2	.....	2	.....
Tonga	114	64	50	5
Western Samoa	186	116	70	11
Total	423,296	356,875	66,421	91,770

IN compiling these world registration figures much valuable aid has been received from Government statistics based on reports of foreign representatives of the State and Commerce Departments, from the Automotive Division of the Department of Commerce in particular, and from our own correspondents throughout the world.

We take this opportunity to acknowledge the efforts of our many collaborators which have made this, our fifth annual census of world motor vehicle registrations, more nearly complete and accurate than any published heretofore.

Motor Vehicles in U. S. Increase 12.7% in 1925

Almost 20,000,000 vehicles now in use.

One for every 5.7 persons in country.

PASSENGER cars, trucks and buses registered in the United States during 1925 totaled 19,843,936. This is a gain of 2,238,441 vehicles, or 12.7 per cent over those registered in 1924. These final figures differ very little from the preliminary data published in *Automotive Industries* on Jan. 14, 1926.

There is now one motor vehicle for every 5.7 persons in the country, as compared with 6.3 a year ago.

New York, California, Pennsylvania, Ohio and Illinois are the first five States in the number of vehicles registered, just as they were last year, with the exception that this year Ohio and Pennsylvania have changed places. As was true last year, over half of all the motor vehicles registered are in nine States, the percentage included in these nine leaders being 52. Adding Massachusetts to make the first ten, the percentage of the total found in them is 55.

New York First, Nevada Last

Rhode Island has promoted itself this year into the class of States having more than 100,000 vehicles registered, leaving only 11 States in which the number of vehicles can be expressed in five figures. New York has 8.13 per cent of all the motor vehicles in use, California has 7.24, while Nevada, the State with the smallest number of cars and trucks, has 0.11 per cent of the total.

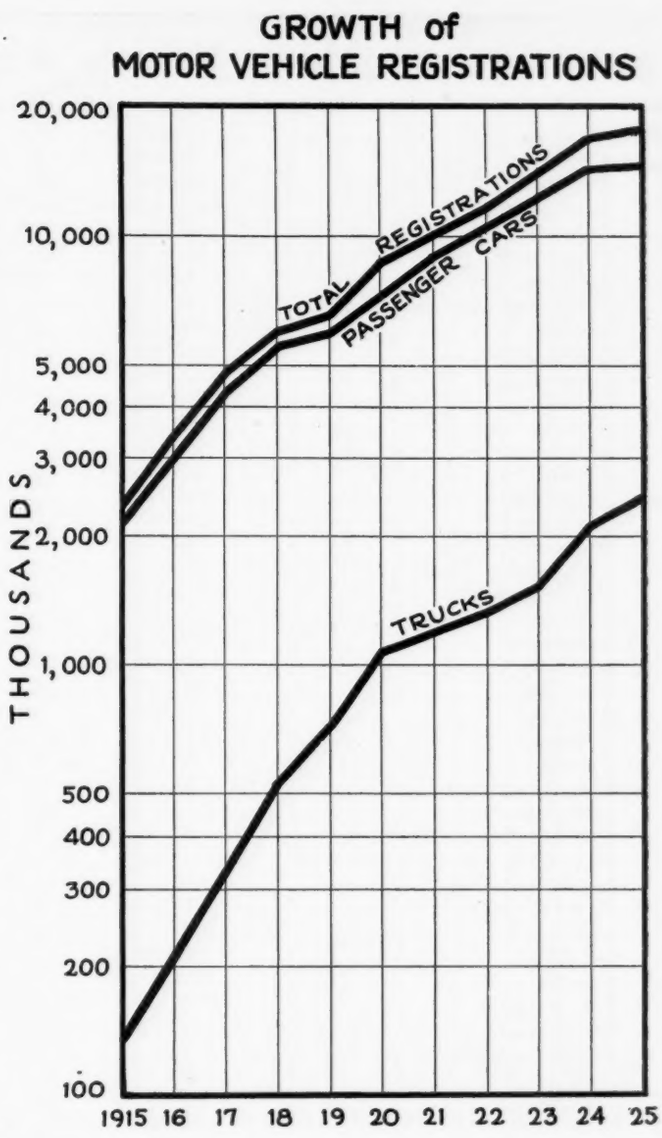
Five States gained over 100,000 vehicles during 1925 and only eight States gained less than 10,000. Similar figures for 1924 were eight and nine.

As has been true for several years, the Southern States show the highest percentage gain. Of the seven States which show gains of more than 20 per cent only one, North Dakota, is north of the Mason-Dixon line. Florida leads with a gain of 34.3 per cent with Mississippi a close second, with 31.8, followed by Arkansas, Oklahoma, North Dakota, Alabama and Tennessee, in all of which gains of over 20 per cent were made.

Comparative figures for several years past indicate that the shortage of new cars in the South is being filled and that sales in some Southern sections are approaching the basis of replacements and increased population to which many of the Northern States have almost reached.

Last year there were 14 States in which gains of over 20 per cent were registered, and all but three of these were in the South. Compared with this year's figures this shows that new car users are becoming a little harder to find.

Motorcycle registrations continue to decrease, having dropped from 154,902 in 1924 to 140,415 in 1925. As



mentioned on another page this has not affected the motorcycle manufacturers as much as one might expect, since they have built up an excellent export business that is increasing steadily and which last year took well over half the domestic production. In addition, a large number of machines are being sold to police departments. These usually are not shown in the registration lists.

California again carries off the honors in the number of motor vehicles in ratio to the population, with a vehicle for every 2.8 persons in the State. Five more States joined the ranks of those which have a motor vehicle for every family. In 1924 there were 12 States in which the ratio was less than five to one, while this year the number has increased to 17.

In comparing motor vehicles with population it would appear to be slightly more logical to compare only passenger cars, since trucks and buses are only indirectly dependent upon the density of population for their existence. Even after commercial cars are eliminated from the figures there are still only 6.5 persons for every passenger car in operation. There is no question that when trucks and buses are included, there now is rubber-tired transportation for every American citizen, and at the rate passenger car registrations are increasing, it should not be many years before trucks

(Continued on page 262)

Motor Vehicle Registration Statistics

State	Total	Passenger Cars	Trucks	Motor-cycles	Registration Fees	Gasoline Tax
Alabama	194,580	171,387	23,193	524	$ 1,946,010	$ 2,024,816
Arizona	68,029	58,948	9,081	359	402,404	860,000*
Arkansas	183,764	159,511	24,253	263	3,150,000	3,500,000
California	1,439,463	1,224,887	214,576	10,997	7,186,620	13,737,892
Colorado	226,118	207,263	18,855	1,832	1,453,721	1,953,784
Connecticut	248,474	211,057	37,417	4,034	4,399,218	1,694,418
Delaware	40,681	32,925	7,756	375	680,700	350,580
District of Columbia	93,612	80,190	50,038	1,344	171,218	890,000
Florida	260,720	210,682	13,422	966	3,712,763	4,920,000*
Georgia	244,871	214,201	30,670	994	3,010,885	4,081,297
Idaho	81,484	73,703	7,781	593	1,184,002	642,000*
Illinois	1,263,177	1,101,943	161,234	6,603	13,000,000	None
Indiana	725,410	627,173	98,237	4,525	4,649,663	7,514,181
Iowa	657,567	611,068	46,499	2,289	9,472,984	232,154
Kansas	457,033	409,968	47,065	1,434	4,500,000	2,682,133
Kentucky	260,754	234,280	26,474	691	3,732,676	2,560,779
Louisiana	207,000	176,000	31,000	500	3,343,049	2,340,410
Maine	140,134	113,583	26,551	1,265	2,160,066	1,264,533
Maryland	230,684	218,236	12,448	3,208	2,705,123	2,022,986
Massachusetts	654,338	563,858	90,480	10,333	9,268,654	None
Michigan	990,709	886,878	103,831	3,392	14,526,002	8,019,084
Minnesota	569,694	524,462	45,232	2,923	9,757,641	3,538,113
Mississippi	177,262	159,134	18,128	86	1,500,000	2,433,535
Missouri	602,900	542,314	60,586	1,980	7,350,000	4,800,000
Montana	94,656	82,135	12,521	252	916,000	735,000
Nebraska	338,718	301,719	36,999	1,207	3,936,458	1,991,884
Nevada	21,185	17,796	3,389	125	208,401	318,217
New Hampshire	81,250	72,750	8,500	1,575	1,500,000	670,005
New Jersey	579,886	457,489	122,397	7,725	10,516,674	None
New Mexico	49,101	46,998	2,103	210	448,298	537,356
New York	1,613,141	1,296,731	316,410	19,816	25,480,807	None
North Carolina	351,767	322,864	28,903	863	5,034,932	3,324,911
North Dakota	144,956	133,775	11,181	443	1,083,573	546,000*
Ohio	1,305,000	1,140,000	165,000	11,000	13,500,000	8,250,000
Oklahoma	438,000	400,000	38,000	1,000	4,529,356	5,374,859
Oregon	216,324	199,299	17,025	2,545	5,365,241	3,065,099
Pennsylvania	1,317,053	1,122,307	194,746	15,649	21,926,972	11,245,816
Rhode Island	102,476	84,827	17,649	1,400	1,728,742	None
South Carolina	170,658	154,393	16,265	400	1,779,848	2,280,000*
South Dakota	168,118	154,230	13,888	355	2,500,000	1,425,000*
Tennessee	248,021	222,810	25,211	672	3,056,954	2,911,214
Texas	968,406	876,706	91,700	2,760	13,534,658	4,580,056
Utah	72,490	63,537	8,953	719	546,519	1,009,966
Vermont	69,576	64,566	5,010	718	1,497,146	262,000*
Virginia	281,100	245,000	36,100	1,590	4,257,149	3,515,876
Washington	332,442	280,838	51,604	2,879	4,980,026	3,000,000
West Virginia	217,069	190,257	26,812	1,432	3,354,247	2,046,172
Wisconsin	596,373	530,131	66,242	3,350	7,896,210	None
Wyoming	47,712	42,548	5,164	220	482,857	432,952
Totals	19,843,936	17,317,357	2,526,579	140,415	$244,353,823	$126,709,932

*—Estimated.

Motorcycle Registrations 1920-1925

	1920	1921	1922	1923	1924	1925
Alabama	1,035	805	638	599	549	524
Arizona	542	440	425	392	372	359
Arkansas	* *	192	237	300	295	263
California	20,047	17,603	16,300	14,694	12,217	10,997
Colorado	3,364	2,868	2,770	2,473	2,226	1,832
Connecticut	6,543	5,589	4,386	2,820	4,211	4,034
Delaware	674	541	427	467	325	375
District of Columbia	519	2,487	2,494	2.510	1,889	1,344
Florida	1,275	1,296	1,456	1,200	936	966
Georgia	1,688	1,338	1,000	1,011	750	994
Idaho	764	744	703	655	620	593
Illinois	10,597	7,104	8,156	7,612	6,873	6,603
Indiana	8,823	7,524	6,598	6,042	4,822	4,525
Iowa	4,000*	3,397	3,569	3,047	2,597	2,289
Kansas	2,972	2,271	2,315	1,950	1,632	1,434
Kentucky	1,543	1,185	1,042	839	730	691
Louisiana	500	498	509	400	510	500
Maine	1,566	1,525	1,321	1,920	1,250	1,265
Maryland	7,332	7,847	7,579	7,455	3,462	3,208
Massachusetts	15,143	12,048	11,675	11,733	10,778	10,333
Michigan	8,011	6,195	5,163	4,165	3,644	3,392
Minnesota	1,158	3,500	3,240	3,220	3,080	2,923
Mississippi	194	375	109	114	110	86
Missouri	3,954	3,609	2,792	2,533	2,218	1,980
Montana	675	472	397	374	293	252
Nebraska	2,000	1,866	1,856	1,608	1,324	1,207
Nevada	141	130	112	90	111	125
N. Hampshire.	2,542	2,358	1,880	1,987	1,750	1,575
New Jersey	11,041	9,724	9,284	8,779	8,053	7,725
New Mexico	219	214	163	173	230	210
New York	29,453	26,998	25,175	22,985	20,935	19,816
N. Carolina	1,418	1,276	1,190	1,300	1,029	863
North Dakota.	898	810	766	645	509	443
Ohio	26,956	23,026	21,256	15,000	14,700	11,000
Oklahoma	1,320	1,013	952	823	723	1,000
Oregon	3,516	3,164	3,206	3,140	2,765	2,545
Pennsylvania	23,981	21,111	20,159	19,817	17,540	15,649
Rhode Island	2,225	1,780	1,459	1,606	1,422	1,400
South Carolina	908	756	605	561	477	400
South Dakota.	777	682	660	471	355	355
Tennessee	1,151	1,043	861	751	706	672
Texas	4,293	3,905	3,410	3,346	2,686	2,760
Utah	1,114	909	725	766	731	719
Vermont	946	965	856	839	779	718
Virginia	2,233	2,200	2,931	2,416	2,987	1,590
Washington	4,915	3,763	3,846	3,714	3,164	2,879
West Virginia.	1,659	1,539	1,361	1,353	1,407	1,432
Wisconsin	8,002	6,423	5,918	5,645	3,938	3,350
Wyoming	327	322	304	291	252	220
Total	234,954	207,930	194,226	176,630	154,902	140,415

*Estimated. **No data available.

Persons Per Motor Vehicle Jan. 1, 1926

California	2.8	Oklahoma	5.1	Utah	6.8
Nevada	3.7	Vermont	5.1	New York	6.9
Iowa	3.8	Dist. of Columbia	5.3	Pennsylvania	7.1
Kansas	4.0	Texas	5.3	West Virginia	7.4
Nebraska	4.0	Illinois	5.5	New Mexico	7.7
South Dakota	4.1	New Hampshire	5.5	North Carolina	7.9
Oregon	4.1	Maine	5.6	Virginia	8.7
Indiana	4.2	Missouri	5.7	Louisiana	9.1
Michigan	4.2	Delaware	5.8	Kentucky	9.5
Washington	4.4	Arizona	6.0	Tennessee	9.8
Colorado	4.5	Idaho	6.0	Arkansas	10.1
Minnesota	4.5	New Jeresey	6.1	Mississippi	10.1
Wyoming	4.6	Connecticut	6.2	South Carolina	10.4
North Dakota	4.7	Massachusetts	6.4	Georgia	12.5
Wisconsin	4.7	Rhode Island	6.6	Alabama	12.7
Ohio	4.8	Maryland	6.7		
Florida	4.9	Montana	6.8	Average—U. S.	5.7

Percentage Gains in Registrations Jan. 1, 1925, to Jan. 1, 1926

Florida	34.3	Connecticut	15.9	Oregon	12.3
Mississippi	31.8	Delaware	15.8	Indiana	11.6
Arkansas	29.4	Nevada	15.2	Kansas	11.2
Oklahoma	27.7	North Carolina	15.1	Missouri	10.7
North Dakota	23.8	New Jersey	15.0	Maine	10.2
Alabama	23.7	Massachusetts	14.4	Nebraska	9.7
Tennessee	21.1	New York	14.3	Wyoming	9.3
Montana	18.8	West Virginia	14.2	California	8.9
South Dakota	18.2	Michigan	14.1	Virginia	7.4
Maryland	18.0	Vermont	13.7	Pennsylvania	7.2
Arizona	17.7	Wisconsin	13.5	Colorado	6.0
Idaho	17.7	Minnesota	13.3	Iowa	5.9
New Mexico	17.6	New Hampshire	13.0	Ohio	4.9
Georgia	17.0	Rhode Island	13.0	Utah	4.7
Louisiana	16.3	Washington	12.8	South Carolina	4.5
Texas	16.1	Kentucky	12.5		
Dist. of Columbia	16.0	Illinois	12.4	Per cent gain, Total	12.7

Gains, Car and Truck Registrations Jan. 1, 1925, to Jan. 1, 1926

New York	200,262	Tennessee	43,341	Montana	14,961
Illinois	139,453	Mississippi	42,715	Maine	12,956
Texas	134,366	Arkansas	41,781	Dist. of Columbia	12,892
Michigan	122,122	Washington	37,630	Colorado	12,871
California	117,983	Alabama	37,318	Idaho	12,259
Oklahoma	95,018	Iowa	36,661	Rhode Island	11,824
Pennsylvania	88,467	Georgia	35,571	Arizona	10,201
Massachusetts	82,023	Maryland	35,103	New Hampshire	9,321
New Jersey	75,696	Connecticut	34,156	Vermont	8,397
Indiana	75,191	Nebraska	30,005	New Mexico	7,351
Wisconsin	71,152	Louisiana	29,000	South Carolina	7,276
Minnesota	66,707	Kentucky	28,970	Delaware	5,545
Florida	66,524	North Dakota	27,895	Wyoming	4,073
Ohio	61,000	West Virginia	26,935	Utah	3,263
Missouri	58,265	South Dakota	25,838	Nevada	2,798
Kansas	46,142	Oregon	23,695		
North Carolina	46,011	Virginia	19,457	Total	2,238,441

Cars and Trucks in the United States Jan. 1, 1926

(Arranged in order of rank)

New York	1,613,141	Nebraska	338,718	South Dakota	168,118
California	1,439,463	Washington	332,442	North Dakota	144,956
Pennsylvania	1,317,053	Virginia	281,100	Maine	140,134
Ohio	1,305,000	Kentucky	260,754	Rhode Island	102,476
Illinois	1,263,177	Florida	260,720	Montana	94,656
Michigan	990,709	Connecticut	248,474	Dist. of Columbia	93,612
Texas	968,406	Tennessee	248,021	Idaho	81,484
Indiana	725,410	Georgia	244,871	New Hampshire	81,250
Iowa	657,567	Maryland	230,684	Utah	72,490
Massachusetts	654,338	Colorado	226,118	Vermont	69,576
Missouri	602,900	West Virginia	217,069	Arizona	68,029
Wisconsin	596,373	Oregon	216,324	New Mexico	49,101
New Jersey	579,886	Louisiana	207,000	Wyoming	47,712
Minnesota	569,694	Alabama	194,580	Delaware	40,681
Kansas	457,033	Arkansas	183,764	Nevada	21,185
Oklahoma	438,000	Mississippi	177,262		
North Carolina	351,767	South Carolina	170,658	Total	19,843,936

(Continued from page 259)

and buses can be left in their garages and the entire population carried in passenger cars.

Registration statistics are becoming more accurate year by year. In this tabulation, for the first time, it has been possible to eliminate a great deal of duplications caused by non-resident registrations which have been present in registration data of other years. In the figures of only 19 States does any possibility of duplication from this source exist. This number cannot be decreased until different methods of registration are used since these States register non-residents, include them in their total registration figures and do not segregate them so that they may be deducted from the total.

In a few States there still exists duplication in data as reported, owing to the methods of handling transfers of ownership and replacement of license tags. In the published figures presented here all of these duplications have been eliminated.

This year, for the first time, registration fees and gasoline tax receipts have been separated. Gasoline taxes are in force in nearly all States and total receipts from this source were over 34 per cent of the total automotive receipts.

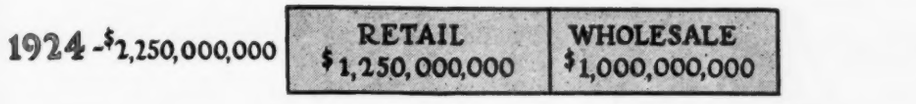
Motor Vehicle Registration 1913 to 1925

	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925
Alabama	5,435	8,078	11,925	21,636	32,873	46,171	58,898	74,637	82,343	90,052	126,642	157,262	194,580
Arizona	3,098	5,040	7,318	12,124	19,890	23,905	28,979	34,559	35,049	38,034	48,741	57,828	68,029
Arkansas	3,000	5,642	8,021	15,000	28,693	41,458	49,450	59,082	67,446	86,425	111,946	141,983	183,764
California	60,000	123,516	163,795	232,440	306,916	364,800	477,450	568,892	673,830	861,805	1,100,283	1,321,480	1,439,463
Colorado	13,135	17,756	27,568	42,296	66,850	83,244	104,865	127,549	145,739	162,328	189,356	213,247	226,118
Connecticut	27,189	33,009	43,985	61,855	85,724	92,605	109,651	119,134	137,526	154,675	177,931	214,318	248,474
Delaware	2,350	3,050	4,657	7,102	10,700	12,955	16,152	18,300	21,413	24,560	29,977	35,136	40,681
Dis. of Col.	2,373	4,833	8,009	13,118	15,493	30,490	35,400	39,712	61,745	85,425	103,171	80,720	93,612
Florida	2,372	3,368	10,850	20,718	27,000	54,186	55,400	73,914	97,837	115,891	160,000	194,196	260,720
Georgia	18,500	20,916	25,671	47,579	70,357	99,800	127,326	144,422	131,942	145,584	173,794	209,300	244,871
Idaho	2,173	3,346	7,071	12,999	24,768	32,289	42,220	50,873	51,264	53,874	62,379	69,225	81,484
Illinois	94,656	131,140	180,832	248,429	340,292	389,620	478,438	568,759	670,434	786,190	969,331	1,123,724	1,263,177
Indiana	47,000	66,400	96,915	139,317	192,192	227,160	277,255	332,707	400,342	469,939	588,342	650,219	725,410
Iowa	75,088	112,134	152,134	198,602	254,317	278,313	363,857	437,300	460,528	500,148	576,398	620,906	657,567
Kansas	34,366	49,374	72,520	112,122	159,343	189,163	227,752	265,396	291,309	327,194	375,594	410,891	457,033
Kentucky	7,210	11,746	19,500	31,700	47,416	65,870	90,641	112,685	126,371	154,021	198,347	231,784	260,754
Louisiana	7,200	12,000	11,380	17,000	28,394	40,000	51,000	66,000	80,500	102,284	138,500	178,000	207,000
Maine	10,570	15,700	21,545	30,972	41,499	40,372	53,425	62,907	77,527	92,539	108,609	127,178	140,134
Maryland	14,254	20,213	31,047	44,245	60,943	74,666	95,634	116,341	140,572	165,624	209,938	195,581	230,684
Massachusetts	62,660	77,246	102,633	136,809	174,274	193,497	247,183	304,631	360,732	385,231	566,150	572,315	654,338
Michigan	54,366	76,389	114,845	160,052	226,693	262,125	325,813	412,717	477,037	578,980	730,658	868,587	990,709
Minnesota	37,800	67,862	93,269	46,000	54,009	204,458	259,743	309,569	328,700	380,557	448,187	502,987	569,694
Mississippi	3,000	5,964	9,669	25,000	36,600	48,400	45,030	63,484	65,139	77,001	104,400	134,547	177,262
Missouri	38,140	54,468	76,462	103,587	147,528	188,040	244,363	296,919	346,437	392,969	476,373	544,635	602,900
Montana	5,686	10,172	14,499	24,440	42,696	51,037	59,325	60,646	58,785	62,649	73,828	79,695	94,656
Nebraska	25,617	40,929	59,140	100,534	148,101	175,409	192,000	223,000	238,704	256,654	286,053	308,713	338,718
Nevada	1,131	1,487	2,009	4,919	7,160	8,159	9,305	10,464	10,819	12,647	15,700	18,387	21,185
New Hamp.	7,420	9,571	13,499	17,508	22,267	24,817	31,625	34,680	42,039	48,293	59,571	71,929	81,250
New Jersey	48,892	60,247	78,232	104,341	134,964	155,519	190,873	227,737	272,994	341,626	430,958	504,190	579,886
New Mexico	1,721	2,945	5,100	8,228	8,457	15,000	18,077	22,109	24,703	25,473	31,737	41,750	49,101
New York	134,405	169,966	234,032	317,866	411,567	463,758	571,662	669,290	812,031	1,002,293	1,214,642	1,412,879	1,613,141
N. Carolina	10,000	14,677	21,000	33,904	55,950	72,313	109,017	140,860	148,684	182,550	247,612	305,756	351,767
North Dakota	13,075	15,701	24,908	40,446	62,993	71,627	82,885	90,840	92,644	99,052	109,244	117,061	144,956
Ohio	86,054	122,504	181,332	252,431	346,772	412,775	511,031	615,397	720,632	859,504	1,068,700	1,244,000	1,305,000
Oklahoma	7,934	13,500	25,032	52,718	100,199	121,500	144,500	204,300	221,300	249,659	307,000	342,982	438,000
Oregon	13,957	16,447	23,585	33,917	48,632	63,324	83,332	103,790	118,325	134,299	166,412	192,629	216,324
Pennsylvania	76,178	112,854	160,137	230,578	325,153	394,186	482,117	570,164	689,589	829,737	1,064,624	1,228,586	1,317,053
Rhode Island	10,294	12,331	16,362	21,406	37,046	36,218	44,833	50,375	54,957	66,466	85,480	90,652	102,476
S. Carolina	11,500	14,500	15,000	19,000	38,322	55,492	70,143	93,843	90,546	95,978	128,656	163,382	170,658
South Dakota	14,578	20,929	28,784	44,271	67,158	90,521	104,628	120,395	119,274	125,238	131,720	142,280	168,118
Tennessee	14,860	19,769	22,738	30,000	48,000	63,000	80,422	101,852	117,025	135,716	173,365	204,680	248,021
Texas	54,362	64,732	90,000	197,687	213,334	251,118	331,310	427,693	467,616	526,238	688,899	834,040	968,406
Utah	4,021	2,253	9,177	13,507	24,076	32,273	35,236	42,578	47,523	49,156	66,025	69,227	72,490
Vermont	5,918	8,256	11,499	15,671	20,369	22,655	26,807	31,625	36,965	43,881	52,776	61,179	69,576
Virginia	9,022	14,002	21,357	35,426	55,000	72,228	94,120	134,000	141,000	169,000	219,092	261,643	281,100
Washington	24,178	30,253	38,823	60,734	91,337	117,278	148,775	173,920	185,359	220,957	261,224	294,812	332,442
W. Virginia	5,088	6,159	13,279	20,571	31,300	38,750	50,203	78,862	93,894	112,763	162,191	190,134	217,069
Wisconsin	34,646	53,161	79,791	115,637	164,531	196,844	236,981	293,298	341,841	388,044	457,271	525,221	596,373
Wyoming	1,584	2,428	3,976	7,125	12,523	16,200	21,371	23,926	26,619	30,637	39,831	43,639	47,712
Totals	1,248,056	1,768,963	2,494,912	3,584,567	4,970,671	6,105,588	7,596,503	9,206,141	10,505,630	12,299,770	15,312,658	17,605,495	19,843,936

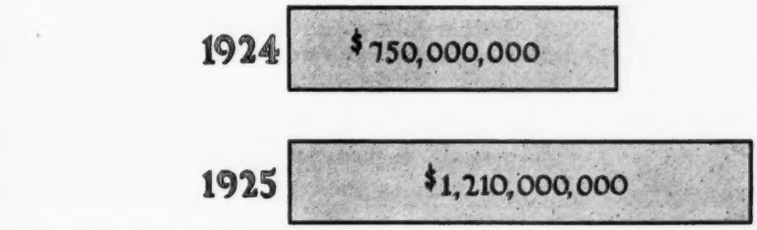
$3,900,000,000 in Financing 1925 Car Sales

(These charts are based on figures supplied by C. C. Hanch, general manager, National Association of Finance Companies)

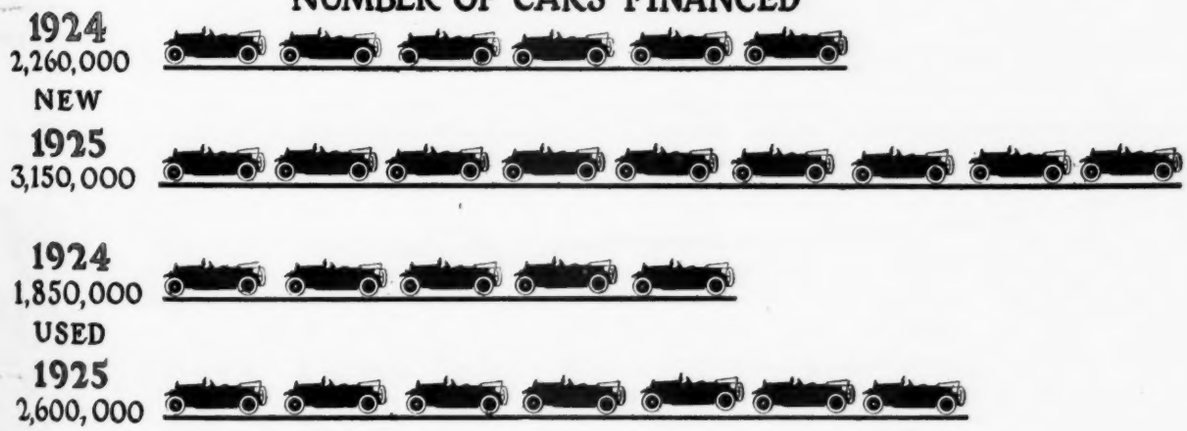
MONEY INVESTED IN FINANCING NEW CAR SALES



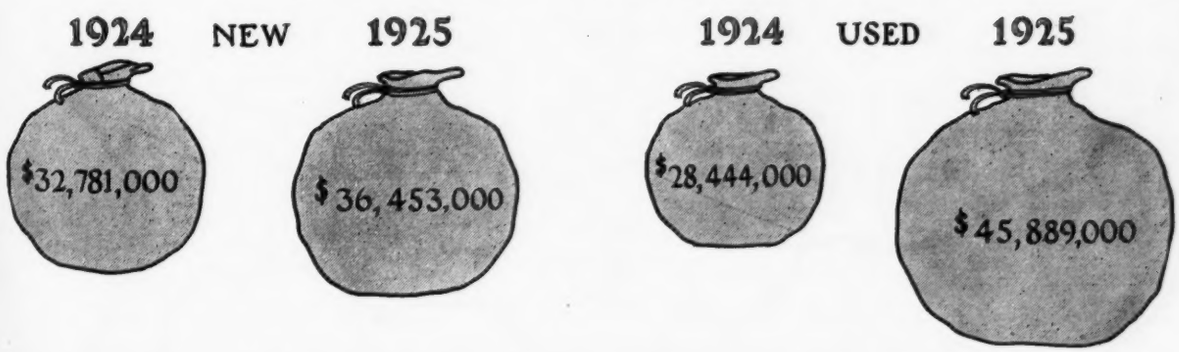
USED CAR SALES



NUMBER OF CARS FINANCED



VALUE OF REPOSSESSIONS



PERCENTAGE FINANCING LOSSES TO GROSS BUSINESS 1924-0.18% 1925-0.19%

Dealers and D

MANUFACTURERS have been giving more attention in the last year to helping the dealer stabilize his business than at any previous time. Along with strenuous efforts to increase the number of retail outlets has come almost equally strong attempts to build into better business men the dealers already in the organizations.

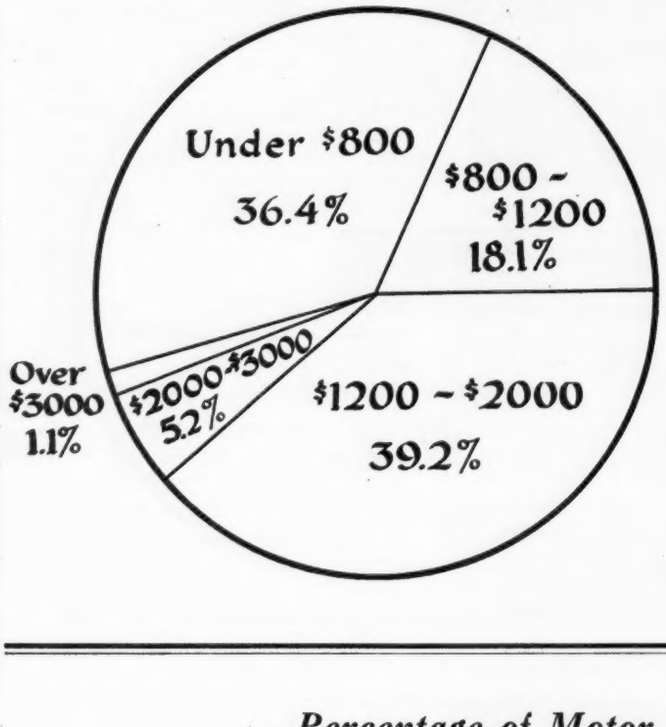
A few outstanding facts about the relation of dealers to other factors in the distributing scheme are given in the accompanying charts. They show, among other things, that the strong competition in the $1200-$2000 price class has resulted in that group having a larger percentage of the total number of agencies than any other simple price class.

Where Dealers Are Located

Another interesting fact about the present distribution of dealers, is that about 66 per cent of all dealers today are located in towns of less than 10,000 population, 53 per cent being in towns of less than 5000 population. Cities of over 50,000 population include only a little over 15 per cent of all the dealers now selling cars.

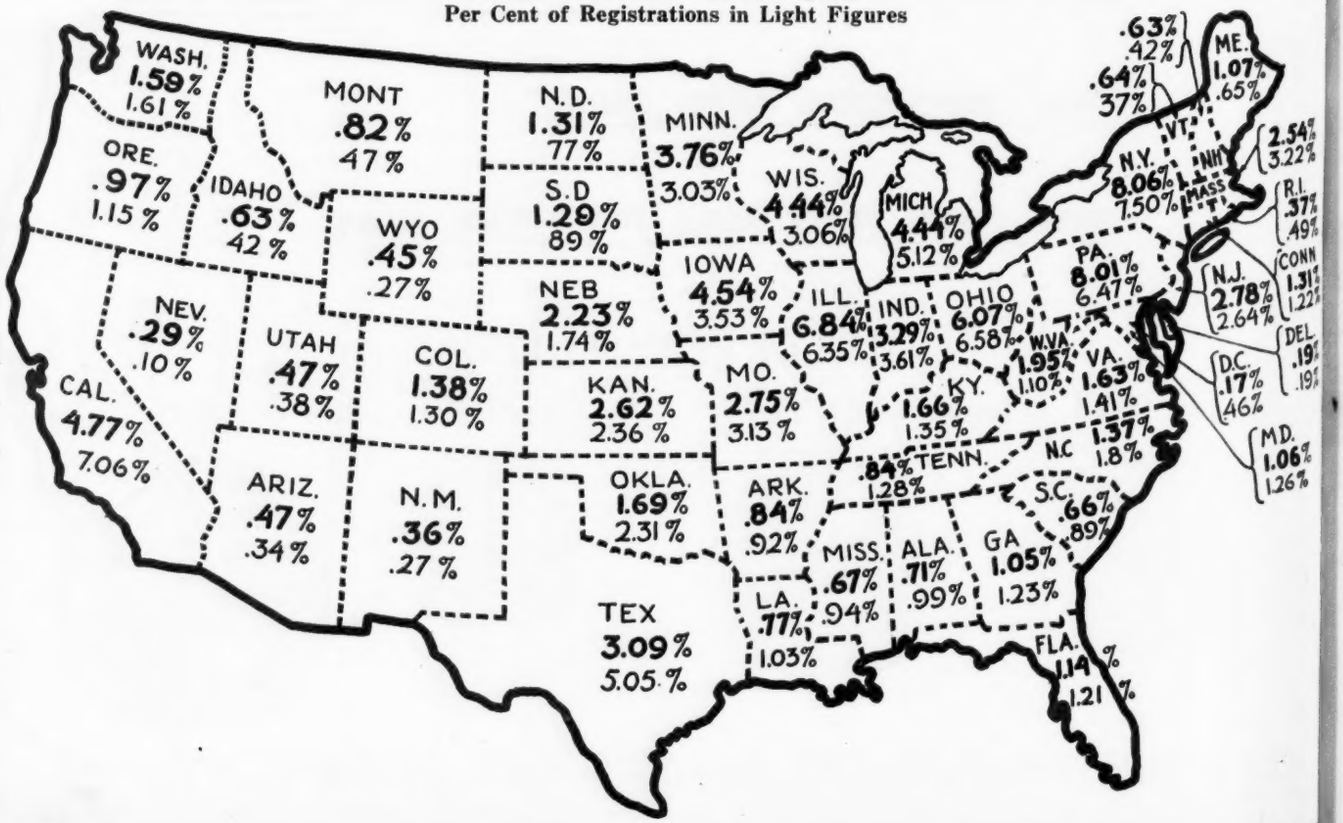
The chart on the right showing percentage of dealers

Percentage of Car Agencies Divided According to Price Groups



Percentage of Motor Vehicle Dealers and of Registrations in Each State

Per Cent of Dealers in Heavy Figures
Per Cent of Registrations in Light Figures



Distribution

by price groups and by towns of various sizes looks a bit complicated at first glance, but is included as a valuable reference giving considerable information in a brief space. Reading of its caption will make its utilization relatively simple.

The greater interest which dealers are taking in selling accessories and equipment is illustrated by another of the accompanying charts. Eighty-seven per cent of all Ford dealers today are selling accessories, while 69 per cent of all non-Ford dealers merchandise equipment lines in addition to their cars.

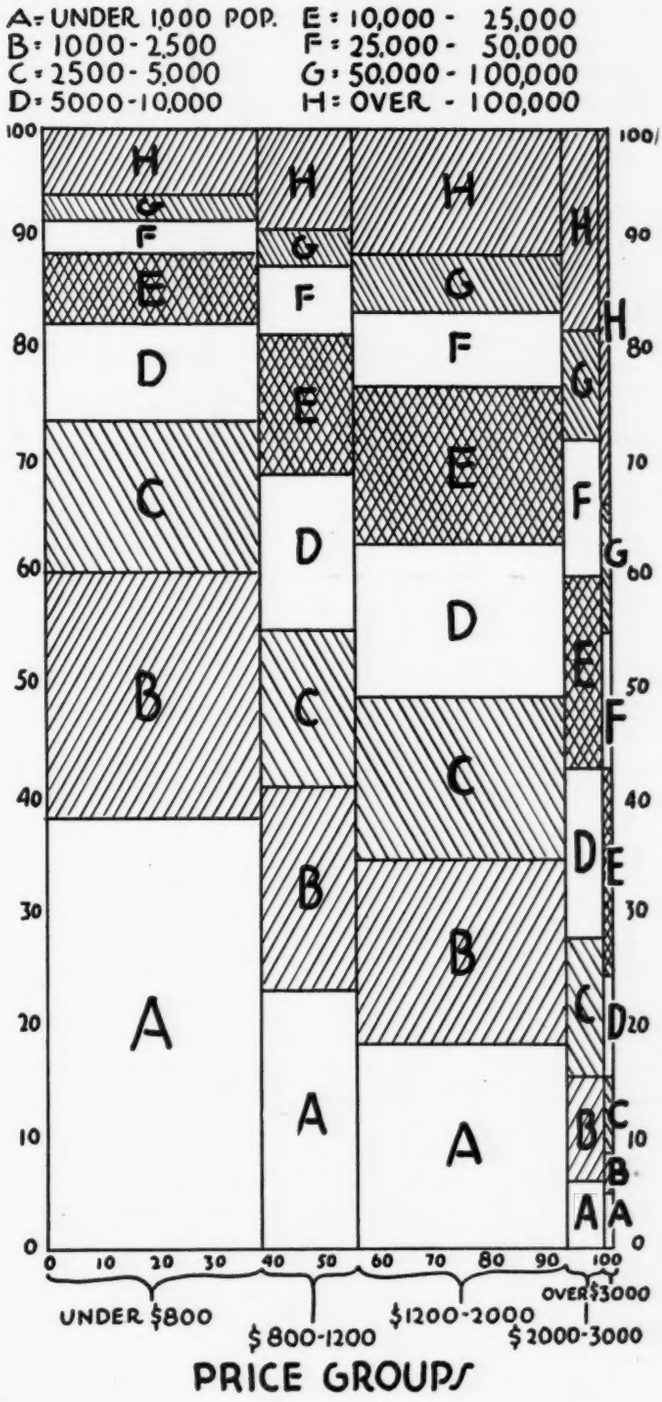
A similar survey made in 1923 showed that only 58 per cent of Ford dealers and only 41 per cent of non-Ford dealers handled accessories and equipment.

New York state, as is shown by the accompanying map, has in it the largest percentage of total registrations and also a larger proportion of dealers than any other commonwealth. Pennsylvania ranks second in percentage of dealers, but stands fourth in proportion of registrations.

California, which ranks second in registrations has only 4.77 per cent of the dealers of the country making it rank sixth in this respect.

% Dealers Handling Accessories

% Dealers by Price Groups by Towns of Various Sizes



In this chart horizontal measurements represent percentage of dealers by competitive price groups and vertical distances represent percentage of dealers in each group in towns of various sizes. Thus, of all car dealers nearly 40 per cent (horizontal measurement) are in the lowest price group and about the same percentage of dealers in this price group are located in Class A towns, those under 1000 population

American Passenger Car

For Complete Engine Specifications see pages 270-271-272-273

MAKE AND MODEL	GENERAL				CLUTCH					GEARSET						REAR AXLE							
	Wheelbase (In.)	Chassis Weight (Lb.)	Tire Size	Balloons	Make and Model	Type	Number of Driving and Driven Disks	Facings: Maximum Dia. (In.)	Facings: Minimum Dia. (In.)	Make	Location	Number of Forward Speeds	Low Gear Ratio	Universals: Type and Make	Propeller Shaft: Number of Pieces	Make	Type	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	Minimum Road Clearance (In.)	
Ajax	108	1890	30x4.75	Stdd	B&B 9Q	SP	2-1	8⅞	6⅛	Own	Eng	3	3.06	f-Thm	1	Own	½F	SB	43/9	Spr	Spr	8¾	Ow
Apperson 6	120		33x6.00	Stdd	Rock	SP	2-1	9⅞	6¾	Mec	Eng	3		m-Ste	2	Col	½F	SB	51/10	Spr	Spr		Co
Apperson St. 8	130		33x6.20	Stdd	Rock	SP	2-1	9⅞	6¾	Mec	Eng	3		m-Mec	2	Col	½F	SB	51/10	Spr	Spr		Co
Auburn 4-44	120		30x5.25	Stdd	B&B	SP				W-G	Eng	3		m-Uni	1	Sal		SB	51/10	Spr	Spr		Bd
Auburn 6-66		2375	30x5.25	Stdd	Long 8C	SP	2-1	8¾	6¼	W-G	Eng	3	3.11	m-Uni	1	Col	½F	SB	51/10	Spr	Spr	8½	Co
Auburn 8-88	129	2675	30x5.77	Stdd	Long 9C	SP	2-1	9¾	7	W-G	Eng	3	3.11	m-Uni	1	Col	½F	SB	51/10	Spr	Spr	8½	Co
Buick Std	114½	2125	31x5.25	Stdd	Own	MD	5-5	7¾	5¾	Own	Eng	3	3.05	m-Own	1	Own	¾F	SB	49/10	TT	TT	9¼	BL
Buick Master	120	2670	33x6.00	Stdd	Own	MD	5-5	7¾	5¾	Own	Eng	3	3.36°	m-Own	1	Own	FF	SB	47/10	TT	TT	9¼	BL
	128																						
Cadillac 314	138°	3330°	33x6.75	Stdd	Own	MD	7-8			Own	Eng	3	5.0	m-Spi	1	Own	FF	SB	Var	Spr	TA	10	On
Case JIC	122	2800	32x6.20	Stdd	Own	MD	5-4	8⅛	6¼	Own	Eng	3	3.62	f-Sne	3	Col	½F	SB	49/10	Spr	Spr	9½	Bd
Case Y	132	2900	34x7.30	Stdd	Own	MD	5-4	8⅛	6¼	Own	Eng	3	3.62	f-Sne	3	Col	¾F	SB	49/11	TT	TA	10	Bd
Chandler 35	123		33x6.00	Stdd	B&B	SP	2-1	9⅞	6¾	Own	Eng	3		f-Own	1	Own	¾F	SB	49/11	Spr	Spr		On
Chevrolet K	103		29x4.40	**	Own	SP	2-1	9	6¼	Own	Eng	3	3.32	m-Own	1	Own	½F	SB	42/11	Spr	TT	9½	On
Chrysler 58	109		30x5.25	Stdd	Rock	SP	1-1	8⅝	5⅞	Own	Eng	3	3.76	f-Own	1	Own	½F		46/10	Spr	Spr	9¼	On
Chrysler 6-G	112¾°		30x5.77	Stdd	Rock	SP	1-1	9⅜	6⅝	Own	Eng	3	3.29	m-Uni	1	Own	½F	SB	43/10	Spr	Spr	9½	On
Chrysler 6-E	120°		32x6.20	Stdd	Own	SP	1-	12	8¾	Det	Eng	3	3.2	m-Uni	3	Tim	½F	SB	46/11°	Spr	Spr	9	Co
Cleveland 31	108½	1820	30x4.75	Stdd	B&B 9Q	SP	2-1	8⅞	6½	Own	Eng	3	2.78	f-Pick	1	Own	½F	SB	49/10	Spr	Spr	9	On
Cleveland 43	115	2342	31x5.25	Stdd	B&B 10Q	SP	2-1	9⅞	6¾	Own	Eng	3	2.78	f-Sne	1	Own	½F	SB	49/10	Spr	Spr	9½	On
Cunningham V-6	132°	Var.	33x6.75	Stdd	Own	MD	7-7	8	6	Own	Eng	3	4.32	f-Sne	1	Tim	FF	SB	55/13	Spr	TA	9¼	Tu
Dagmar 6-60	120		32x6.20	Stdd	B&B 10DX	SP	2-1	9⅞	6¾	W-M	Eng	3		m-Spi	1	Sal	½F	SB	51/10	Spr	Spr	10	Bd
Dagmar 6-70	138		33x5	*	B-L 35	MD	5-1		6¼	B-L	Eng	4	5.35	m-Spi	1	Tim	½F	SB	49/10	Spr	Spr	9¼	Tu
Davis 92	115	1700	30x5.77	Stdd	B&B 10DX	SP	2-1	9⅞	6¾	W-G	Eng	3	3.11	m-Pet	1	Col	½F	SB	49/10	Spr	Spr	9	Co
Davis 93	109	1500	29x4.95	Stdd	B&B 9Q	SP	2-1	8⅞	6⅛	W-G	Eng	3	3.07	m-Pet	1	Col	½F	SB	49/9	Spr	Spr	9	Co
Delling (Steam) 126	132	3100	32x6.20	Stdd	None	None	No.	No.	No.	No	No	1	1.00	m-Uni	2	Eat	½F	SB	2.00	Spr	Spr	9½	Bd
Diana Str. 8	125½	2450	32x6.00	Stdd	B&B 10QL	SP	2-1	9⅞	6¾	War	Eng	3	3.11	m-Mec	1	Col	½F	SB	51/10	Spr	Spr	9	Co
Dodge Brothers	116		30x5.77	Stdd	Own	MD	4-3	9	6½	Own	Eng	3	4.17	m-Own	1	Own	½F	SB	50/12	Spr	TT	8½	On
Duesenberg St. 8	134°		33x5	Opt	Own	SP	1-1	13	7½	Own	Eng	3		f-Cli	1	Own	½F	SB	49/10°	TT	TT		On
Dupont D	124	2900	32x6.20	Stdd	Long 10	MD	3-2	7¾	5¾	Cpl	Eng	3	3.19	m-Uni	2	Col	½F	SB	49/11	Spr	Spr	9	Co
Durant A-22	109	1485	30x5.25	Stdd	Own	SP	2-1	12	9¼	Own	Sep	3	3.32	m-Spi	1	Own	½F	SB	39/9	Spr	Spr	9	On
Elcar 4-55	116	2000	30x5.25	Stdd	B&B 9Q	SP	2-1	8⅞	6⅛	W-G	Eng	3	3.17	m-Mec	1	Sal	½F	SB	47/10	Spr	Spr	9½	Bd
Elcar 4-65	116	2130	30x5.25	Stdd	Long 8c	SP	2-1	8¾	6¼	W-G	Eng	3	3.17	m-Mec	1	Sal	½F	SB	47/10	Spr	Spr	9	Bd
Elcar 8-81	127°	3100	32x6.00°	Stdd	Long 10A1	MD	3-2	7¾	5¾	W-G	Eng	3	3.11	m-Spi	2	Sal	½F	SB	66/14	Spr	Spr	8½	Bd
Essex 6	110½	1780	30x4.95	Stdd	Own	MO	4-3	No.	No.	Own	Eng	3	3.24	m-Spi	2	Own	½F	SB	56/10	Spr	Spr	9	On
Flint Jr. 6	110		30x5.25	Stdd	Own	SP	2-1	12	10	War	Eng	3	9.0	m-Spi	2	Ada	½F	SB	43/9	Spr	Spr	9½	Ad
Flint 60	115		30x5.77	Stdd	Own	SP		12		War	Sep	3		m-Spi	1	Ada	½F	SB	43/9	Spr	Spr	9½	Ad
Flint 80	120		32x6.20	Stdd	Own	SP				War	Sep	3	3.24	m-Spi	1	Ada	½F	SB	43/9	Spr	Spr	9½	Ad
Ford T	100	1243	30x3½	*	Own T	MO	13-12	No.	No.	Own	Eng	2	9.98	m-Own	1	Own	½F	TB	40/11	TT	TT	10½	On
Franklin 11A	119		31x5.25	Stdd	B-L 10	SP	1-1	9⅛	6¾	Own	Eng	3	3.63	m-Spi	1	Own	½F	SB	52/11	Spr	Spr	10	On
Gardner 6-A	118	1500	31x5.25	Stdd	B&B 10QL	SP	2-1	9⅞	6¾	War	Eng	3	3.78	m-Cle	1	Col	½F	SB	49/10	Spr	Spr	9	Co
Gardner 8-A	125	1800	32x6.00	Stdd	B&B 10QL	SP	2-1	9⅞	6¾	War	Eng	3	3.78	m-Cle	1	Col	½F	SB	51/10	Spr	Spr	9	Co
Gray S	105	1225	29x4.40	Stdd	Own	SP	2-1	9¾	6	Det	Eng	3	3.9	f-Sne	2	Tim	½F	SB	39/10	Spr	Spr	9½	Tu
Hertz D-1	114	2800	30x5.77	Stdd	Long 10	MD	3-2	5¾	7¾	Det	Eng	3	3.11	m-Uni	1	Tim	½F	SB	44/9	Spr	Spr	8½	Tu
Hudson Super 6	127½	2775	33x6.00	Stdd	Own	MO	6-6	No.	No.	Own	Eng	3	3.04	m-Spi	2	Own	½F	SB	49/11	Spr	Spr	9	On
Hupmobile A	114		30x5.25	Stdd	B&B 9Q	SP	2-1	8⅞	6⅛	Det	Eng	3	3.42	m-Mec		Own	½F	SB	49/10	Spr	Spr	9½	On
Hupmobile E-2	125		33x6.00	Stdd	Long 9C	SP	2-1	9¾	6¼	Det	Eng	3		m-Uni	1	Own	½F	SB	54/11	Spr	Spr		On
Jewett New-Day	109	1810	29x4.75	Stdd	Rock 9HH	SP	2-1	8⅞		War	Eng	3	3.07	m-Mec	1	Sal	½F	SB	49/10	Spr	Spr	8½	Bd
Jordan A	125½		32x6.20	Stdd	Det	SP	2-1	9⅞	6⅞	Det	Eng	3	3.12	m-The	2	Tim	½F	SB	51/11	Spr	Spr	9½	Tu
Jordan J	116		30x6.00	Stdd	Long	SP	2-1	9⅞	7⅛	War	Eng	3	3.12	m-Uni	2	Tim	½F	SB	49/11°	Spr	Spr	8½	Tu
Kissel 55	121	2800	33x6.00	Stdd	B&B 10QL	SP	2-1	9⅞	6¾	W-G	Eng	3	3.11	m-Pet	2	Tim	½F	SB	45/11	Spr	Spr	9½	Tu
Kissel 75	126°	3000	33x6.00	Stdd	B&B 10QL	SP	2-1	9⅞	6¾	W-G	Eng	3	3.11	m-Pet	2	Tim	½F	SB	49/10	Spr	Spr	9½	Tu
Lexington 6-50	119	2125	30x5.77	Stdd	Long 10	MD	3-2	7¾	5¾	W-G	Eng	3	3.11	f-Pick	3	Sal	½F	SB	51/10	Spr	Spr	8½	Bd
Lincoln 8	136	3755	33x5	*	Own	MD	7-8	8¾	6¾	Own	Eng	3	8.66	m-Spi	1	Tim	FF	SB	55/12	TT	TT	9½	Tu
Locomobile Jr. 8	124		30x5.77	Stdd	Spi Spec.	SP	2-1	9⅜	6⅞	Own			3.24	m-Uni	2	Own	½F	SB	43/9°	Spr	Spr	9	On
Locomobile 48	142		35x6.75	Stdd	Own	SP	2-1	13½	9¼	Own	Sep	4	4.00	m-Spi	1	Own	FF	SB	35/10	RR	TA	9½	On
Locomobile 90	138		33x6.75	Stdd	Own	SP	2-1	13½	9¾	Own	Sep	3	4.00	m-Uni	2	Eat	½F	SB	45/10	Spr	TA	9	On
Marmon 74	136		32x6.20	Stdd	Own	MD	6-6	8½	6½	Own		3	3.37	m-Spi	2	Own	¾F	SB	Var	TT	TT	8	On
McFarlan SV	127		33x6.20	Stdd	Long 10	MD	3-2	7¾	5¾	W-G	Eng	3		m-Uni	3	Tim	½F	SB	47/11	TT	TA		On
McFarlan TV	141¼		33x6.75	Stdd	B&B FJS	SP	2-1	13⅞	7¾	B-L	Sep	3		f-Cle	1	Tim	FF	SB	39/11	TT	TA		On
McFarlan St. 8	131	2700	33x6.20	Stdd	B&B DX	SP	2-1	9⅞	6¾	W-G	Eng	3		m-Uni	2	Tim	½F	SB	51/10	TT	TA	10½	On
Moon Series A	113	2050	30x5.25	Stdd	B&B 10Q	SP	2-1	9⅞	6¾	W-G	Eng	3	3.07	m-Spi	1	Col	½F	SB	49/10	Spr	Spr	9	On
Moon London	128	2650	32x6.20	Stdd	B&B 161	SP	2-1	9⅞	6¾	B-L	Eng	3	3.34	m-Spi	1	Tim	½F	SB	56/11	Spr	Spr	9½	On
Nash Advanced	121°	3540b	33x6.00	Stdd	B&B	SP	1-1	10⅞	6⅞	Own	Eng	3	3.25	m-Own	1	Own	½F	SB	4.5	Spr	Spr	8½	On
Nash Special	112½	3050b	31x5.25	Stdd	B&B 10	SP	2-1	9⅞	6¾	Own	Eng	3	3.25	m-Own	1	Own	½F	SB	4.9	Spr	Spr	9½	On
Oakland 6	113	1970	30x5.25	Stdd	Own	SP	1-2	8⅞	5½	Mun	Eng	3		m-Mec	2	Own	½F	TB	52/11	Spr	Spr	9½	On
Oldsmobile Six	110½	1740b	30x4.95	Stdd	B&B 9Q	SP	2-1	8⅞	6⅛	Mun	Eng	3	3.32	f-Thm	1	Own	½F	SB	51/10	Spr	Spr	9¼	On

ABBREVIATIONS:

*—At Extra Cost
**—Standard on Coupe, Sedan and Landau Sedan
††—Standard on Phaeton Model
°—Others Furnished
a—Under Front Axle
b—Touring Car Complete
A—Artillery
Ada—Adams
Alem—Alemite
Arc—Archibald
B&B—Borg & Beck
B-L—Brown-Lipe
Bij—Bijur
Bim—Bimel
BLC—Brown Lipe Chapin
B-Fw—Both Internal and External Four Wheels
Bow—Bowen
BPS—Bevel, Pinion and Sector
Bud—Budd
Buf—Buffalo
Byn—Bynum
Cam—Campbell
CAS—CAS Products
Cl—Clincher
Cle—Cleveland
Cli—Climax
C&L—Cam and Lever
CM—Central Magazine
Co—Cone
Col—Columbia
D—Disk
Det—Detroit
DH—Direct Hydraulic
Dis—Disteel
Dit—Ditweiler
DM—Direct Mechanical
Dur—Durston
Eat—Eaton
El—Elliott
Eng—Unit with Engine
Ex-Dr—External Driveshaft
Ex-Fw—External Four Wheels
ExRw—External Rear Wheel
f—Fabric
FE—Full Elliptic
FF—Full Floating
Fir—Firestone
Fli—Flint
Ful—Fuller
Gem—Gemmer
GC—Grease Cup
Har—Hartford
Hay—Hayes
HBD—Hoops Bros. and Darlington
Hoo—Hoosier
Hou—Houk
Hyd—Hydraulic
I—"I" Section
InFw—Internal Four Wheels
In-Rw—Internal Rear Wheels
Ind—Indestructible
Jac—Jacox
Jax—Jaxon
Just—Justrite
Kel—Kelsey
Lav—Lavine
Lon—Long
m—Metal
Mag—Magazine
MD—Multiple Disk

Chassis Specifications

For Body and Equipment Specifications see pages 274-275-276

BRAKES							FRONT AXLE				STEERING GEAR				SPRINGS				FRAME		CHASSIS LUBRICATION		RIMS		WHEELS		MAKE AND MODEL
Foot				Hand											Front		Rear										
Type and Location	Braking Area (Sq. In.)	Application	Optional Four Wheel Brakes	Type and Location	Braking Area (Sq. In.)	Shackles Type	Make	Axle Section Type	Transverse Inclination of Steering Pivots (Deg.)	Axle End Type	Make	Type	No. of Rev. of Steering Gr. from Locked to Locked Positions of Road Wheels	Minimum Turning Circle Diameter (ft.)	Type	Length and Width (In.)	Type	Length and Width (In.)	Material	Make	Make	Type	Type	Make	Type	Make	
B-Fw..	191	DM..	Stdd..	Ex-Dr..	29	M.	Own...	I...	0	RE.	Ross...	C&L..	2	38	½E.	36 x2	½E.	30½x2	PS..	Own..	Alem..	PG.	SS..	Budd..	D...	Budd..	Ajax
B-Fw..	....	DM..	Stdd..	In-Rw..	....	M.	Col...	I...	....	....	Ross...	C&L..	.....	38	½E.	34 x1¾	¾E.	48 x2	PS.	.....	Zerk..	PG.	SS..	Fir....	D...	Ind...	Apperson.....6
B-Fw..	....	DM..	Stdd..	In-Rw..	....	M.	Col...	I...	....	....	Ross...	C&L..	.....	....	½E.	34 x1¾	¾E.	48 x2	PS.	.....	Zerk..	PG.	SS..	Fir....	D...	Ind...	Apperson.....Str. 8
Ex-Fw.	....	DH..	Stdd..	Ex-Dr..	....	M.	Sal...	I...	....	RE.	Ross...	C&L..	.....	28½	½E.	38½x2	½E.	56¾x2	PS.	.....	Just..	OC.	SS..	Fir....	A...	Bim...	Auburn.....4-44
B-Fw..	302	DM..	Stdd..	Ex-Dr..	50¼	M.	Col...	I...	6	RE.	Ross...	C&L.	2½	28½	½E.	38½x2	½E.	56¾x2	PS.	.....	Dot..	PG.	SS..	Fir....	A...	Bim...	Auburn.....6-66
B-Fw..	364	DM..	Stdd..	Ex-Dr..	50¼	M.	Col...	I...	6	RE.	Ross...	C&L..	2½	33½	½E.	38½x2	½E.	56¾x2¼	PS.	.....	Dot..	PG.	SS..	Fir....	A...	Mot...	Auburn.....8-88
Ex-Fw.	270	DM..	Stdd..	In-Rw...	98	M.	Own...	I...	1	RE.	Jac...	S&N..	2¾	37½	½E.	36¼x2	Ca..	48 x2½	PS..	Smith.	Zerk..	PG.	SS..	Jax....	A...	Jax..	Buick.....Std
Ex-Fw.	350	DM..	Stdd..	In-Rw...	132	M.	Own...	I...	1	RE.	Jac...	S&N..	3¼	41½	½E.	36½x2	Ca..	47⅝x2½	PS..	Smith.	Zerk..	PG.	SS..	Jax....	A...	Jax..	Buick.....Master
B-Fw..	400	DM..	Stdd..	In-Rw..	240	M.	Own...	I...	2	RE.	Own...	W&S.	2¾	44	½E.	42 x2	½E.	60 x2¼	PS..	Own..	Alem..	PG.	SS..	Kel...	A...	Kel...	Cadillac.....314
Ex-Fw.	315	DH..	Stdd..	Ex-Dr..	50	M.	Col...	I...	9	RE.	Ross...	C&L.	2	47	½E.	39 x2	½E.	54¾x2½	PS.	Own..	Saal..	PG.	SS..	Fir....	A...	Mut..	Case.....JIC
Ex-Fw.	410	DH..	Stdd..	Ex-Dr..	50	M.	Col...	I...	9	RE.	Ross...	C&L.	2	50	½E.	39½x2	½E.	57 x2½	PS.	Own..	Saal..	PG.	SS..	Fir....	A...	Mut..	Case.....T
Ex-Rw.	164	DM..	Extra.	Ex-Dr..	36	M.	Own...	I...	....	....	Own...	W&S.	.....	....	½E.	40¾x2	....	....	PS..	.....	Bow..	Mag	SS.	Mot...	A...	Mot...	Chandler.....35
Ex-Rw.	120	DM..	None..	In-Rw..	72½	M.	Own...	I...	0	El..	Own...	.....	.....	38	½E.	36 x1¾	½E.	54 x1¾	PS.	Smith.	Alem..	PG.	SS°.	.....	D...	.....	Chevrolet.....K
Ex-Fw.	203	DH..	Stdd..	Ex-Dr..	49¼	M.	Own...	I...	7	El..	Gem...	W&S.	1⅝	42	½E.	36 x2	½E.	53 x2	RS..	Smith.	Zerk..	PG.	SS..	Kel...	A...	Hay...	Chrysler.....58
Ex-Fw.	203	DH..	Stdd..	Ex-Dr..	49¼	E.	Own...	I...	7	El..	Gem...	W&S.	2⅛	39	½E.	35½x1¾	½E.	51½x2	RS..	Smith.	Zerk..	PG.	SS..	Mot...	A...	Mot...	Chrysler.....6-G
Ex-Fw.	245	DH..	Stdd..	Ex-Dr..	59¼	R.	....	T...	6	El..	Ross...	C&L.	2½	45	½E.	41½x2¼	½E.	57½x2¼	PS..	.....	Zerk..	PG.	SS..	Kel...	A...	Kel...	Chrysler.....6-E
Ex-Rw.	126	DM..	Mec*..	Ex-Dr..	39	M.	Own...	I...	0	RE.	Gem...	W&S.	2	35	½E.	33½x1¾	½E.	51 x1¾	PS.	Mid...	Bow..	Mag	SS.	Jax....	A...	Mot...	Cleveland.....31
Ex-Rw.	164	DM..	Mec*..	Ex-Dr..	39	M.	Own...	I...	5	RE.	CAS...	W&S.	2	42	½E.	38½x2	½E.	54 x2	PS.	Mid...	Bow..	Mag	SS.	Fir....	A...	Bim...	Cleveland.....43
In-Fw.	365	DM..	Stdd..	In-Fw...	365	M.	Tim...	I...	6	RE.	Gem...	W&W.	2	46	½E.	40 x2½	¾E.	62 x2½	PS..	P&B..	Alem..	PG.	SS..	Fir....	O...	Opt...	Cunningham.....V-8
Ex-Rw.	....	DH..	Hyd*.	Ex-Dr..	....	M.	Sal...	I...	....	....	Ross...	C&L.	.....	....	½E.	36½x2	½E.	52 x2	PS.	.....	Alem..	PG.	SS.	Fir....	D...	Ind...	Dagmar.....6-60
Ex-Rw.	240	DM..	N.P..	In-Rw...	230	M.	Tim...	I...	2	....	Ross...	C&L.	.....	....	½E.	36 x2	½E.	52 x2¼	PS.	.....	Alem..	PG.	SS.	Fir....	D...	Ind...	Dagmar.....6-70
Ex-Fw.	202	DH..	Stdd..	Ex-Dr..	56½	M.	Col...	I...	6½	El..	Ross...	C&L.	2	20	½E.	35 x2	½E.	52 x2	PS.	Smith.	Gits...	OC.	SS.	Fir....	D...	Mot...	Davis.....92
Ex-Fw.	302	DH..	Stdd..	Ex-Dr..	56½	M.	Col...	I...	6½	El..	Ross...	C&L.	2	20	½E.	35 x2	½E.	52 x2	PS.	Smith.	Gits...	OC.	SS.	Jax....	D...	Mot...	Davis.....93
Ex-Fw.	....	DH..	Stdd..	Ex-Dr..	....	R.	Eat...	I...	....	....	Ross...	C&L.	.....	....	½E.	37 x2	½E.	57¾x2¼	PS.	P&B..	.....	PG.	SS.	Buf....	D...	Buf...	Delling (Steam)...126
Ex-Fw.	194	DH..	Stdd..	Ex-Dr..	48	M°	Col...	I...	2	RE.	Ross...	C&L.	2¼	50	½E.	36 x2	½E.	54½x2	PS.	Mid...	Alem..	PG.	SS.	Fir....	A...	Mut..	Diana.....St. 8
Ex-Rw.	180	DM..	N.P..	In-Rw...	125	M.	Own...	I...	....	El..	Own...	W&W.	2½	47½	½E.	37 x2	½E.	55 x2	PS.	Smith.	Zerk..	PG.	SS.	Kel...	A...	Kel...	Dodge Brothers.....
In-Fw.	268	DH..	Stdd..	Ex-Dr..	34	M.	Own...	I...	....	El..	Ross...	C&L.	2	48	½E.	39 x2¼	½E.	59 x2½	PS.	Own..	Dot...	PG.	SS.	Fir....	W.	RW..	Duesenburg.....St. 8
Ex-Fw.	280	DH..	Stdd..	Ex-Dr..	40¾	F.	Col...	I...	1	El..	Ross...	S&N..	1¾	25	½E.	39 x2	½E.	59 x2½	PS.	P&B..	Alem..	PG.	SS.	Fir....	A...	St.M..	Dupont.....D
Ex-Rw.	149	DM..	None..	In-Rw...	124	M.	Own...	I...	....	RE.	War...	W&W.	1⅛	....	½E.	34½x2	½E.	50½x2	PS.	Smith.	Alem..	PG.	SS.	Hay...	A...	Hay...	Durant.....A 22
Ex-Rw.	110	DM..	Mec*..	Ex-Dr..	36½	M.	Sal...	I...	4	El..	Ross...	C&L.	2¼	....	½E.	34 x2	½E.	51 x2	PS.	P&B..	Alem..	PG.	SS.	Fir....	A...	Pru...	Elcar.....4-55
Ex-Fw.	218	DH..	Stdd..	Ex-Dr..	36½	M.	Sal...	I...	6°	RE.	Ross...	C&L.	2¼	....	½E.	34 x2	½E.	51 x2	PS.	P&B..	Alem..	PG.	SS.	Fir....	A...	Pru...	Elcar.....6-65
Ex-Fw.	293	DH..	Stdd..	Ex-Dr..	49¼	M.	Sal...	I...	7°	RE.	Ross...	C&L.	2¼	††	½E.	37¾x2	½E.	58 x2½	PS.	P&B..	Bow..	Mag	SS.	Fir....	A...	Day°..	Elcar.....8-81
Ex-Rw.	138	DM..	N.P..	In-Rw...	105	M.	Own...	I...	2°b	El..	Own...	W&W.	1½	39	½E.	36 x2	½E.	54⅞x2	PS.	Own..	Own..	OW.	SS.	Jax....	A...	Mot...	Essex.....6
Ex-Rw.	138	DM..	None..	Ex-Dr..	43	R.	Ada...	I...	....	RE.	War...	W&G.	.....	....	½E.	35 x2	½E.	52 x2	PS.	Mur..	Zerk..	PG.	SS.	Hay...	A...	Hay...	Flint.....Jr. 6
In-Fw.	188	DH..	Stdd..	Ex-Dr..	....	M.	Ada...	I...	....	RE.	Ross...	C&L.	.....	....	½E.	36 x2	½E.	51½x2	PS.	Own..	Zerk..	PG.	SS.	Hay...	A...	Hay...	Flint.....60
In-Fw.	188	DH..	Stdd..	Ex-Dr..	41	M.	Ada...	I...	....	RE.	Ross...	C&L.	.....	....	½E.	36½x2	½E.	55 x2	PS.	Own..	Zerk..	PG.	SS.	Hay...	A...	Hay...	Flint.....80
Ex-Dr.	47	DM..	N.P..	In-Rw...	47.4	M.	Own...	I...	8½	....	Own...	Pla...	1½	38½	T½E	31½x1½	T½E	43½x2	PS.	Own..	Own..	O&G	Opt.	Var....	A...	Var...	Ford.....T
Ex-Dr.	93	DM..	N.P..	Ex-Rw..	151	M.	Own...	T...	0	RE.	Own...	W&W.	2½	38	FE..	36 x1¾	½E.	38 x1¾	Wd.	Own..	Zerk..	PG.	SS.	Fir°...	A...	Hoo°..	Franklin.....11A
In-Fw.	221	DM..	Stdd..	In-Rw...	110	M.	Col...	I...	7	RE.	Ross...	C&L.	2½	18	½E.	38 x2	½E.	57 x2¼	PS.	Mid...	Alem..	PG.	SS.	Jax....	A...	Mot...	Gardner.....6A
In-Fw.	221	DM..	Stdd..	In-Rw...	110	M.	Col...	I...	7	RE.	Ross...	C&L.	2½	20	½E.	38 x2	½E.	57 x2¼	PS.	Mid...	Alem..	PG.	SS.	Fir....	A...	Dis...	Gardner.....8A
Ex-Fw.	170	DM..	Mec...	Ex-Dr..	24½	M.	Own...	I...	7	RE.	Own...	W&W.	2	34	½E.	36 x2	¼E.	30 x2c	PS.	Mid...	Zerk..	PG.	SS.	Kel...	A...	Kel...	Gray.....S
Ex-Rw.	218	DM..	Mec...	Ex-Dr..	45¼	M.	Tim...	I...	6	RE.	Ross...	C&L.	2¼	38	½E.	37 x2⅛	½E.	56 x2⅛	PS.	Mid...	Alem..	PG.	SS.	Fir....	D...	Mot...	Hertz.....D-1
Ex-Rw.	212	DM..	N.P..	In-Rw...	190	M.	Own...	I...	2b	El..	Gem...	W&S.	3½	46½	½E.	39 x2¼	½E.	57⅛x2¼	PS.	Own..	Own..	OW.	SS.	Fir....	A...	Mot...	Hudson.....Super 6
B-Fw.	249	DM°.	Stdd..	Ex-Rw..	132	M.	Own...	I...	2¼	RE.	Ross...	C&L.	2½	18	½E.	57 x2	½E.	54 x2	PS.	Smi...	Alem..	PG.	SS.	Kel...	A...	Kel...	Hupmobile.....A
Ex-Fw.	282	DH..	Stdd..	Ex-Dr..	45¼	M.	Own...	I...	....	RE.	Ross...	C&L.	.....	37	½E.	37⅛x2	½E.	56½x2	PS.	Smi...	Bass..	PG.	SS.	Kel...	A...	Kel...	Hupmobile.....E-2
Ex-Fw.	170	DH..	Stdd..	Ex-Dr..	37½	M.	Sal...	I...	0	RE.	Gem...	W&S.	2	36	½E.	36 x2	½E.	54 x2	PS.	Own..	Zerk..	PG.	SS.	Jax....	A°.	Mot°..	Jewett New-Day.....
Ex-Fw.	300	DH..	Stdd..	Ex-Dr..	60	M.	Tim...	I...	2½	RE.	Gem...	W&W.	.....	....	½E.	37 x2	½E.	55⅜x2	PS.	Mid...	Alem..	PG.	SS.	Fir....	A...	Mot...	Jordan.....A
Ex-Fw.	300	DH..	Stdd..	Ex-Dr..	60	M.	Tim...	I...	....	RE.	Gem...	W&W.	.....	....	½E.	37 x2	½E.	55¾x2	PS.	Mid...	Alem..	PG.	SS.	Mot...	A...	Mot...	Jordan.....J
Ex-Fw.	364	DH..	Stdd..	Ex-Dr..	52	M.	Tim...	I...	6	RE.	Ross...	C&L.	2	49	½E.	38 x2	½E.	56 x2¼	PS.	Smith.	Daw..	PG.	SS.	Fir....	A...	.....	Kissel.....55
Ex-Fw.	364	DH..	Stdd..	Ex-Dr..	52	M.	Tim...	I...	6	RE.	Ross...	C&L.	2	51	½E.	38 x2	½E.	56 x2¼	PS.	Smith.	Daw..	PG.	SS.	Fir....	A...	.....	Kissel.....75
Ex-Fw.	200	DH..	Stdd..	Ex-Dr..	50	M.	Sal...	I...	6	RE.	Ross...	C&L.	1¾	42	½E.	38 x2	½E.	56 x2	PS.	.....	Dot...	PG.	SS.	WW..	A...	WW..	Lexington.....6-50
Ex-Rw.	267	DM..	N.P..	In-Rw...	204	M.	Tim...	I...	2	El..	Own...	W&S.	2¼	42	½E.	39 x2½	½E.	60 x2½	PS.	Own..	Alem..	PG.	SS.	Kel...	A...	Kel...	Lincoln.....8
In-Fw.	236	SM..	Stdd..	In-Rw...	118	R.	Own...	I...	2½	RE.	Ross...	C&L.	2	45	½E.	37½x2	½E.	55⅜x2	PS.	.....	Zerk..	PG.	SS.	Hay...	A...	Hay...	Locomobile.....Jr 8
B-Fw.	463	DM..	Stdd..	In-Rw...	144	M.	Own...	I...	7½	RE.	Ross...	C&L.	2½	55	½E.	40 x2	¾E.	50 x2¼	PS.	Mid...	Zerk..	PG.	SS.	Fir....	A...	Jon...	Locomobile.....48
In-Fw.	392	SM..	Stdd..	In-Rw...	196	M.	Eat...	I...	2½	El..	Ross...	C&L.	2¼	48	½E.	40 x2	½E.	60 x2½	PS.	.....	Zerk..	PG.	SS.	Fir....	A...	Hay...	Locomobile.....90
Ex-Rw.	214	DM..	Mec*..	In-Rw...	142	M.	Own...	I...	2	El..	Own...	S&N..	3	46	½E.	39⅛x2	TX.	45 x2½	PS.	Own..	Bow..	Mag	SS.	Fir....	A...	Mot...	Marmon.....74
Ex-Fw.	288	DH..	Stdd..	Ex-Dr..	49¼	M.	Tim...	I...	8½	RE.	Ross...	C&L.	2¼	....	½E.	39 x2	½E.	58½x2¼	PS.	.....	Own..	OW.	SS.	Fir....	A...	.....	McFarlan.....SV
Ex-Fw.	407	DH..	Stdd..	In-Rw...	232	M.	Tim...	I...	....	RE.	Ross...	C&L.	2¼	....	½E.	40 x2¼	½E.	64 x2½	PS.	.....	Own..	OW.	SS.	Fir....	A...	.....	McFarlan.....TV
Ex-Fw.	288	DH..	Stdd..	Ex-Dr..	49¼	M.	Tim...	I...	....	RE.	Ross...	C&L.	2¼	....	½E.	39 x2	½E.	58½x2¼	PS.	.....	Own..	OW.	SS.	Fir....	A...	.....	McFarlan.....Str. 8
Ex-Fw.	194	DH..	Stdd..	Ex-Dr..	36	M°	Col...	I...	2½	RE.	Ross...	C&L.	2¼	47	½E.	36 x2	½E.	54 x2	PS.	Mid...	Alem..	PG.	SS.	Buf....	D...	WW..	Moon.....Series A
Ex-Fw.	272	DH..	Stdd..	In-Rw...	84	M°	Tim...	I...	2½	RE.	Ross...	C&L.	2½	51	½E.	39 x2	½E.	54½x2	PS.	Smith.	Bsas..	OC.	SS.	Dis....	D...	Dis...	Moon.....London
B-Fw.	354	DM..	Stdd..	Ex-Dr..	60	M.	Own...	I...	0	RE.	Gem...	W&S.	3	55	½E.	39½x2	½E.	56½x2¼	PS.	.....	Alem..	PG.	SS.	Budd..	D...	Budd..	Nash.....Advanced
B-Fw.	252	DM..	Stdd..	Ex-Dr..	48	M.	Own...	I...	0	RE.	Gem...	W&S.	3	45	½E.	37½x2	½E.	53½x2	PS.	.....	Alem..	PG.	SS.	Budd..	D...	Budd..	Nash.....Special
Ex-Fw.	260	DM..	Stdd..	Ex-Dr..	41	M.	Own...	I...	....	RE.	Jac...	S&N..	.....	19½	½E.	36 x2	½E.	52½x2	PS.	Smith.	Dot...	PG.	SS.	Jax....	A...	Mot...	Oakland.....“6”
Ex-Rw.	131	DM..	N.P..	Ex-Dr..	38	M.	Own...	I...	2⅛	RE.	Jac...	S&N..	2¼	37½	½E.	35 x2	½E.	50¼x2	PS.	Smith.	Dot...	PG.	SS.	Jax....	A...	Mot...	Oldsmobile.....Six

M&E—Merchant & Evans
Mec—Mechanics
Mid—Midwest
MO—Multiple Disk in Oil
Mot—Motor Wheel
Mun—Muncie
Mur—Murray
Mut—Mutual
NP—No Provisions
North—Northway
OC—Oil Cups
OW—Oil Cup with Wick
O—Optional
Opt—Optional
PG—Pressure Gun
PJ—Phineas Jones
PS—Pressed Steel
P&B—Parish & Bingham
Par—Parish Corp.
Pet—Peters
Pic—Pick
Pla—Planetary
P—Platform
Q—Special
R—Rubber
RA—Rear Axle
RE—Reverse Elliott
RR—Radius Rods
RW—Rudge Whitworth
Roc—Rockford
Ros—Ross
Rub—Rubsam
SB—Spiral Bevel
SO—Single Plate in Oil
SP—Single Dry Plate
Spec—Special
SS—Straight Side
S&N—Screw and Nut
Sal—Salisbury
Sav—Savage
Sep—Separate Unit
Smi—Smith
Sne—Snead
Spi—Spicer
Spr—Springs
Sta } Standard
Stdd }
St-M—St. Marys
Ste—Sterling
T—Tubular
TA—Torque Arm
TB—Straight Bevel
TT—Torque Tube
Tua—Tuarc
T½E—½ Transverse Elliptic
The—Thiemer
Thm—Thermoid
Tim—Timken
TX—Transverse “X” Shape
Uni—Universal
Var—Various
W—Wire
War—Warner Gear
W-C—Warner Corp.
Wd—Wood
W&S—Worm and Sector
W&W—Worm and Wheel
½ E—½ Elliptic
½ F—½ Floating
¾ F—¾ Floating

American Passenger Car

For Complete Engine Specifications see pages 270-271-272-273

MAKE AND MODEL	GENERAL				CLUTCH					GEARSET					REAR AXLE							
								Facings														
	Wheelbase (In.)	Chassis Weight (Lb.)	Tire Size	Balloons	Make and Model	Type	Number of Driving and Driven Disks	Maximum Dia. (In.)	Minimum Dia. (In.)	Make	Location	Number of Forward Speeds	Low Gear Ratio	Universals Type and Make	Propeller Shaft Number of Pieces	Make	Type	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By	Minimum Road Clearance (In.)	Differential Make
Overland.....91	100	1530	30x3 ½ 29x4.40	*	B&B.....	SP....	1-1	8	5 1/16	Own.....	Eng...	3	3.93	m-Own..	2	Own.....	½F.	SB....	45/10	TT...	TT.....	.....	Own..
Overland.....93	112¾	.....	29x4.95	Stdd....	Own.....	MD...	5-4	7	5¼	Own.....	Eng...	3	3.62	m-Own..	3	Own.....	½F.	SB....	46/9	Spr...	Spr.....	.....	Own..
Packard.....6	126°	.....	33x5.77	Stdd....	Own.....	MD...	5-4	8⅛	6	Own.....	Eng...	3	....	m-Mec..	1	Own.....	½F.	SB....	56/12°	Spr...	TA...	10	Own..
Packard.....8	136°	3430	33x6.75	Stdd....	Own.....	MD...	5-4	8⅛	6	Own.....	Eng...	3	3.62	m-Mec..	1	Own.....	½F.	SB....	56/12°	Spr...	TA...	10	Own..
Paige.....24-26	125	2490	32x6.00	Stdd....	Long.....10A	MD...	1-2	7¾	5¾	W-G.....	Eng...	3	3.11	m-Mec..	1	Sal.....	½F.	SB....	53/11	Spr...	Spr...	9	B-L..
Peerless.....6-72	126°	2230a	33x6.00	Stdd....	Own.....	MD...	5-5	8 1/16	6¼	Own.....	Eng...	3	3.33	m-Uni..	2	Eat.....	¾F.	SB....	49/10	TT...	TA...	9	Eat..
Peerless.....8-69	133½	2800	33x6.20	Stdd....	Own.....	SP....	.....	.....	.....	Own.....	Eng...	3	3.33	m-Spi...	2	Eat.....	¾F.	SB....	53/12	TT...	TA...	9	Tim..
Peerless.....6-80	116	.....	30x5.77	Stdd....	B&B....10QL	SP....	2-1	9⅞	6¾	Det.....	Eng...	3	3.11	m-Uni..	2	Col.....	½F.	SB....	49/11	Spr...	Spr...	9	Col..
Pierce-Arrow.....33	138	3600	33x5	*	Own.....	MD...	8-7	10¼	8¼	Own.....	Sep...	3	3.45	m-Spi...	2	Own.....	½F.	SB....	60/14	Spr...	TA...	9	Own..
Pierce-Arrow.....80	130	2600	32x5.77	Stdd....	B&B....FGX	SP....	2-1	11⅞	7¼	B-L.....	Eng...	3	3.33	m-Spi...	2	Tim.....	½F.	SB....	49/11	Spr...	TA...	9½	Tim..
Pontiac.....Six	110	.....	29x4.75	Stdd....	Own.....	SP....	2-1	9	6¼	Own.....	Eng...	3	....	m-Own..	....	Own.....	½F.	SB....	46/11	.....	TT.....	.....	.....
Reo.....T-6	120	2530	32x6.20	Stdd....	Own.....T6	MD...	7-6	6⅝	5⅛	Own.....	Sep...	3	3.68	m°-Own.	1	Own.....	½F.	SB....	47/10	Spr...	TA...	8	Own..
Revere.....25	131	.....	32x6.20	Stdd....	Ful....SC 12	MD...	6-5	8	6	Ful.....	Eng...	3	....	m-Spi...	1	Col.....	¾F.	SB....	Var...	Spr...	Spr.....	.....	Col..
Revere.....M	131	.....	32x4½	*	B&B.....	SP....	.....	8½	6¼	B-L.....	Eng...	4	....	m-Spi...	1	Own.....	½F.	SB....	Var...	TT...	TT.....	.....	Col..
Rickenbacker.....E	117	2210	31x5.25	Stdd....	Long.....9C	SP....	2-1	9¾	7	Mec.....	Eng...	3	3.11	m-Mec..	2	Col.....	½F.	SB....	47/10	Spr...	Spr...	10	Fm..
Rickenbacker.....B8	121½	2550	33x6.00	Stdd....	Long.....10A	SP....	3-2	7¾	5¾	War.....	Eng...	3	3.11	m-Mec..	2	Col.....	½F.	SB....	47/10	Spr...	Spr...	10½	B-L..
Reamer.....6-50	115	.....	31x5.25	Stdd....	B&B.....P6	SP....	2-1	9⅞	6¾	Dur.....	Eng...	3	....	f-Uni...	....	Sal.....	½F.	SB....	51/11	Spr...	Spr.....	.....	Sal..
Reamer.....6-54E	138°	.....	32x4 ½	*	B&B.....DX	SP....	2-1	9⅞	6¾	Ful.....	Eng...	3	3.29	f-M&E..	....	Tim.....	¾F.	SB....	49/11	Spr...	Spr.....	.....	Tim..
Reamer.....4-75E	128	.....	32x4 ½	*	B&B.....354	MD...	5-5	8½	6¼	B-L.....	Eng...	4	3.29	f-M&E..	....	Tim.....	¾F.	SB....	49/11	Spr...	Spr.....	.....	Tim..
Reamer.....8-88	138	.....	32x6.20	Stdd....	B&B....BX	SP....	2-1	9⅞	6¾	Cpl.....	Eng...	3	3.87	f-Uni...	....	Sal.....	¾F.	SB....	49/12	Spr...	Spr.....	.....	Sal..
Rolls Royce..."S Gh"	143½	3700	33x5	*	Own.....	Co....	1-1	14½	3¼	Own.....	.....	3	4.00	m-Own..	1	Own.....	FF..	SB....	52/14	TT...	TT.....	9	Own..
Stanley.....	122	.....	32x5.77	Stdd..	None.....	No....	No..	No..	No..	None.....	No...	1	1.00	f-Thm...	....	Own.....	½F.	SB....	45/10	Spr...	Spr.....	.....	.....
Star.....4M	103	1450	30x3 ½	††	Own.....	SP....	2-1	9½	6½	Own.....	.....	3	3.32	m°-Spi..	1	Own.....	½F.	SB....	39/8	Spr...	Spr...	9	Own..
Star.....6	107	.....	29x4.95	Stdd....	Own.....	SP....	2-1	9½	6½	Own.....	Sep...	3	3.32	.....	....	Own.....	½F.	SB....	.....	Spr...	Spr...	9	Own..
Stearns-Knight.....B	119	2900	33x4 ½	Opt	M&E.....12	MD...	....	11¾	8¼	Own.....	Eng...	3	3.01	f-Cli....	2	Own.....	½F.	SB....	49/10	Spr...	TA...	8¼	Own..
Stearns-Knight.....C	121	3000	33x6.00	Stdd....	M&E.....10	MD...	2-1	9⅞	6¾	Own.....	Eng...	3	3.01	f-Cli....	2	Own.....	½F.	SB....	49/10	Spr...	TA...	8	Own..
Stearns-Knight.....S	130	3350	33x6.75	Stdd....	M&E.....12	MD...	2-1	11¾	8¼	Own.....	Eng...	3	3.01	f-Cli....	2	Own.....	½F.	SB....	49/10	Spr...	TA...	10	Own..
Stevens-Duryea.....G	138	.....	33x5	*	B-L50-3S.	MD...	7-8	8½	6 1/16	B-L.....	Eng...	3	4.01	m-Spi...	1	Tim.....	FF..	SB....	45/12	Spr...	TA...	10	Tim..
Studebaker.....St. 6	113	2090	31x5.25	Stdd....	Own.....	SP....	2-1	10	7½	Own.....	Eng...	3	3.24	f-Thm...	1	Own.....	½F.	SB....	46/11	Spr...	Spr.....	....	Own..
Studebaker.....Sp. 6	120	2595	32x6.20	Stdd....	Own.....	SP....	2-1	12	8¾	Own.....	Eng...	3	3.24	m-Spi...	2	Own.....	½F.	SB....	48/11	Spr...	Spr.....	....	Own..
Studebaker.....Big 6	127°	2660°	32x6.20°	Stdd....	Own.....	SP....	2-1	12	8¾	Own.....	Eng...	3	3.24	m-Spi...	2	Own.....	½F.	SB....	48/13°	Spr...	Spr.....	....	Own..
Stutz.....AA	131	.....	32x6.20	Stdd....	B&B.....11QL	SP....	2-1	10⅛	6¾	Det.....	Eng...	3	5.11	m-Mec..	1	Tim.....	½F.	Wo...	Var...	Spr...	Spr...	8½	Tim..
Velie.....60	118	.....	30x5.25°	Stdd....	B&B.....DD	SP....	2-1	9⅞	6¾	Mec.....	Eng...	3	2.8	m-Cle...	1	Own.....	½F.	SB....	47/10	Spr...	Spr...	9	B-L..
Wills St. Claire B&C68	127	2250	32x6.20	Stdd....	Own.....	SP....	1-1	12	9	Own.....	Eng...	3	4.90	m-Spi...	1	Tim.....	½F.	SB....	49/11	Spr...	Spr...	9¼	Tim..
Wills St. Claire T&W6	127	2395	33x6.00	Stdd....	Own.....	SP....	1-1	12	9	Own.....	Eng...	3	4.90	m-Spi...	1	Tim.....	½F.	SB....	49/11	Spr...	Spr...	9¼	Tim..
Willys-Knight.....70	113¼	.....	30x5.25	Stdd....	B&B.....	SP....	.....	.....	.....	Own.....	Eng...	3	3.14	.....	2	Own.....	½F.	.....	.....	Spr...	Spr.....	.....	Own..
Willys-Knight.....66	126	2892	32x6.20	Stdd....	Own.....	MD...	8-7	7	5¼	Own.....	Eng...	3	3.21	m-Mec..	3	Own.....	¾F.	SB....	46/9	Spr...	Spr.....	.....	Own..

ABBREVIATIONS:

*—At Extra Cost
**—Standard on Coupe, Sedan and Landau Sedan
††—Standard on Phaeton Model
°—Others Furnished
a—Under Front Axle
b—Touring Car Complete
A—Artillery
Ada—Adams
Alem—Alemite
Arc—Archibald
B&B—Borg & Beck
B-L—Brown-Lipe
Bij—Bijur
Bim—Bimel
BLC—Brown Lipe Chapin
B-Fw—Both Internal and External Four Wheels
Bow—Bowen
BPS—Bevel Pinion and Sector
Bud—Budd
Buf—Buffalo
Byn—Bynum
Cam—Campbell
CAS—CAS Products
Cl—Clincher
Cle—Cleveland
Cli—Climax
C&L—Cam and Lever
CM—Central Magazine
Co—Cone
Col—Columbia
D—Disk
Det—Detroit
DH—Direct Hydraulic
Dis—Disteel
Dit—Ditweiler
DM—Direct Mechanical
Dur—Durston
Eat—Eaton
El—Elliott
Eng—Unit with Engine
Ex-Dr—External Driveshaft
Ex-Fw—External Four Wheels
ExRw—External Rear Wheel
f—Fabric
FE—Full Elliptic
FF—Full Floating
Fir—Firestone
Fli—Flint
Ful—Fuller
Gem—Gemmer
GC—Grease Cup
Har—Hartford
Hay—Hayes
HBD—Hoops Bros. and Darlington
Hoo—Hoosier
Hou—Houk
Hyd—Hydraulic
I—"I" Section
InFw—Internal Four Wheels
In-Rw—Internal Rear Wheels
Ind—Indestructible
Jac—Jacox
Jax—Jaxon
Just—Justrite
Kel—Kelsey
Lav—Lavine
Lon—Long
m—Metal
Mag—Magazine
MD—Multiple Disk

American Electric

MAKE AND MODEL	GENERAL								BATTERY						PERFORMANCE	
	Body Type	Number of Passengers	Price Complete	Price Without Battery	Wheelbase (Ins.)	Tread (Ins.)	Tire Size (Ins.)	Weight Complete (Lbs.)	Make	Model	Price	Voltage	Ampere Hour Capacity	Location	Miles per Charge with Full Load	Speed with Full Load (M.P.H.)
Detroit.....95	Coupe.....	4	$2800	$2500	100	56	32x4	3385	Own.....	Thin Plate...	400	84	153	½UH & ½RC...	80-100	28
Rauch & Lang.....	Taxicab.....	5	2900	2550	112	56	25x5.77	4775	Philco.....	PX.....	.....	.....	180	½UH & ½RC...	60-100	25
Rauch & Lang. B-6B	Brougham.....	4	4250	Var.....	102	56	32x4½	4200	Phila.....	PX.....	Var...	95	180	½UH & ½RC...	60-100	25-28
Rauch & Lang. S-6B	Sedan.....	4	5000	Var.....	102	56	32x4½	Var.....	Phila..‡...	PX.....	Var...	.....	180	½UH & ½RC...	60-100	25-28

ABBREVIATIONS:
Art—Artillery
Gen. Elec.—General Electric
Phila.—Philadelphia
Tor Arm—Torque Arm
Under F—Under Floor
Under S—Under Seat
Unit with J. S—Unit with Jackshaft

Chassis Specifications

For **Body** and Equipment Specifications see pages 274-275-276

BRAKES							FRONT AXLE				STEERING GEAR				SPRINGS				FRAME		CHASSIS LUBRICATION		RIMS		WHEELS		MAKE AND MODEL
Foot				Hand											Front		Rear										
Type and Location	Braking Area (Sq. In.)	Application	Optional Four Wheel Brakes	Type and Location	Braking Area (Sq.In.)	Shackles Type	Make	Axle Section Type	Transverse Inclination of Steering Pivots (Deg.)	Axle End Type	Make	Type	No. of Rev. of Steering Gr. from Locked to Locked Positions of Road Wheels	Minimum Turning Circle Diameter (ft.)	Type	Length and Width (In.)	Type	Length and Width (In.)	Material	Make	Make	Type	Type	Make	Type	Make	
Ex-Rw.	93¼	DM...	N.P...	In-Rw...	68	M.	Own...	I...	....	El..	Own...	Pla...	.....	....	Spe.	.....	Spe.	52 x2	PS..	.....	Own..	OG.	SS..	Hay...	A...	Hay...	Overland.....91
Ex-Rw.	130	DM...	N.P...	Ex-Dr...	36	M.	Own...	I...	....	El..	Own...	W&W.	.....	....	½E.	34⅝x2	½E.	52½x2	PS..	.....	Alem..	PG.	SS..	Hay°.	D°..	Hay°..	Overland.....93
B-Fw..	285	DM...	Stdd..	In-Rw...	135	M.	Own...	I...	1	RE.	Own...	W&S..	2⅝	42	½E.	38 x2	½E.	56 x2¼	PS..	Mid...	Bij....	Mag	SS..	.....	D...	Mot...	Packard.....6
B-Fw..	324	DM...	Stdd..	In-Rw...	127	M.	Own...	I...	1	RE.	Own...	W&S..	2⅝	44	½E.	38 x2	½E.	56 x2¼	PS..	Mid...	Bij....	Mag	SS..	Dis...	D...	Mot...	Packard.....8
Ex-Fw.	296	DH...	Stdd..	Ex-Dr...	49¼	M.	Sal....	I...	7	RE.	Gem...	W&S..	2	43	½E.	38 x2	½E.	58 x2¼	PS..	.....	Zerk..	PG.	SS..	Jax...	A...	Mot...	Paige.....24-26
Ex-Fw.	252	DH...	Stdd..	In-Rw...	136	M.	Eat....	I...	6	El..	Gem...	W&S..	2¼	43	½E.	38 x2¼	½E.	56 x2¼	PS..	Mid...	Alem..	PG.	SS..	Fir...	A...	Mot...	Peerless.....6-72
Ex-Fw.	323	DH...	Stdd..	In-Rw...	220	M.	Tim....	I...	6	RE.	Ross...	C&L..	.....	....	½E.	41 x2¼	½E.	54 x2¼	PS..	Mid...	Alem..	PG.	SS..	.....	D...	.....	Peerless.....8-69
Ex-Fw.	290	DH...	Stdd..	Ex-Dr...	....	M.	Col....	I...	9	El..	Ross...	C&L..	2½	40	½E.	37¾x2	½E.	54¼x2¼	PS..	P&B..	Alem..	PG.	SS..	Fir...	A...	Mot...	Peerless.....6-80
Ex-Rw.	332	DM...	Mec*..	In-Rw...	178	M.	Own...	I...	3	El..	Own...	S&N..	2¾	45	½E.	40½x2	½E.	61½x2¾	PS..	P&B..	Zerk..	PG.	SS..	Fir...	A...	Own..	Pierce Arrow.....33
In-Fw.	232	DM...	Stdd..	In-Rw...	116	M.	Eat....	I...	3	El..	Gem...	W&S..	2⅝	43	½E.	38 x2	½E.	56½x2¼	PS..	P&B..	Zerk..	PG.	SS..	Rud...	A...	Own..	Pierce Arrow.....80
Ex-Rw.	135	DM..	N.P...	In-Rw...	70	M.	Own.	I...	....	....	Mun...	.....	.....	....	½E.	54 x1¾	½E.	54 x1¾	PS..	Smith.	Dot...	PG.	SS..	.....	A...	Mot..	Pontiac.....Six
Ex-Rw.	227	DM...	N.P...	In-Rw...	202	M.	Own...	I...	1¾	RE.	Own...	BPS..	1¾	42	½E.	38⅝x2	½E.	55¼x2	PS..	Own..	Zerk..	PG.	SS..	Fir...	D...	Mot...	Reo.....T-6
In-Fw..	396	DM...	Stdd..	Ex-Dr...	56¼	V..	Col....	I...	0	El..	Gem...	W&S..	Var.	....	½E.	42 x2¼	½E.	60 x2½	PS..	Smith.	Own..	OC.	SS.	Fir...	A...	Fir...	Revere.....25
In-Rw.	216	DM...	Mec*..	Ex-Rw..	180	V..	Own...	I...	....	El..	Gem...	W&S..	Var.	....	½E.	42 x2¼	½E.	60 x2½	PS..	.....	Own..	OC.	SS.	Han...	A...	Han...	Revere.....M
In-Fw.	113	DM...	Stdd..	Ex-Dr...	48	M.	Col....	I...	2½	RE.	Gem...	W&S..	2¼	43	½E.	36 x2	½E.	57 x2½	PS..	Mid...	Alem..	PG.	SS..	Kel...	A...	Kel...	Rickenbacker.....E
In-Fw.	113	DM...	Stdd..	Ex-Dr...	48	M.	Col....	I...	2½	RE.	Gem...	W&S..	2¼	43	½E.	37 x2	½E.	59 x2½	PS..	Mid...	Alem..	PG.	SS..	Kel...	A...	Kel...	Rickenbacker.....B-8
Ex-Fw.	....	DH...	Stdd..	Ex-Dr...	50	M.	Sal....	I...	....	....	Ross...	S&N..	.....	....	½E.	38 x2	½E.	52 x2	PS..	San..	Alem..	PG.	SS...	Fir...	O...	Ind...	Roamer.....6-50
Ex-Rw.	223	DM...	Mec*..	In-Rw...	185	M.	Tim....	I...	....	....	Jac...	S&N..	.....	....	½E.	39 x2	Ca..	55¾x2	PS..	P&B..	Alem..	PG.	SS..	Hay...	W..	Hay...	Roamer.....6-54E
Ex-Rw.	223	DH...	Mec*..	In-Rw...	164	M.	Tim....	I...	....	RE.	Jac...	S&N..	.....	....	½E.	39 x2	Ca..	55¾x2	PS..	P&B..	Alem..	PG.	SS...	Hay...	W..	Hay...	Roamer.....4-75E
Ex-Fw.	....	DH...	Stdd..	Ex-Dr...	50	M.	Sal....	I...	....	....	Ross...	S&N..	.....	....	½E.	39 x2	Ca..	55¾x2	PS..	P&B..	Alem..	PG.	SS..	Fir...	O..	Ind...	Roamer.....8-88
In-Rw..	226	DM...	N.P...	In-Rw...	210	M.	Own...	I...	....	....	Own...	S&N..	.....	39	½E.	42 x2	Ca..	54½x2½	PS..	Own..	Enots.	PG..	SS..	Cle...	W..	Own..	Rolls Royce..."SGh"
Ex-Fw.	....	Hyd..	Stdd..	In-Rw...	....	..	.....	....	1½	....	Ross...	C&L..	1⅛	45	½E.	40 x2½	½E.	58 x2¼	PS..	Smi..	.....	PG	SS..	.....	A...	.....	Stanley.....
Ex-Rw.	150	DM...	N.P...	In-Rw...	124	M.	Own...	I...	....	RE.	Own...	W&W.	1.7	34	½E.	35⅞x1¾	½E.	53¾x1¾	PS..	P&B..	Alem..	PG.	SS°	Hay°.	A...	Hay°..	Star.....4M
Ex-Rw.	116	DM...	N.P...	In-Rw...	108	M.	Own...	I...	....	RE.	Own...	W&W.	1.7	36	½E.	35⅞x1¾	½E.	53¾x1¾	PS..	P&B..	Alem..	PG.	SS...	Bim°.	A...	Bim°..	Star.....6
Ex-Rw.	320	SM...	Hyd*	In-Rw...	13⅝	M.	Own...	I...	7½	RE.	Ross...	C&L..	2⅝	....	FE..	40½x2½	Ca..	50 x2½	PS..	Hyd..	Alem..	PG.	SS...	Fir...	A...	Mut..	Stearns-Knight.....B
Ex-Rw.	320	SM...	Hyd*	In-Rw...	160	M.	Own...	I...	7½	RE.	Ross...	C&L..	2⅝	42	½E.	40½x2½	Ca..	50 x2½	PS..	Mid...	Alem..	PG.	SS.	Fir...	A...	Mut..	Stearns-Knight.....C
Ex-Rw.	320	SM...	Hyd*	In-Rw...	160	M.	Tim....	I...	7½	RE.	Ross...	C&L..	2⅝	48	½E.	45½x2½	Ca..	50 x2½	PS..	Mid...	Alem..	PG.	SS.	Fir...	A...	Mut..	Stearns-Knight.....S
Ex-Rw.	250	DM...	N.P...	In-Rw...	230	M.	Tim....	I...	2	El..	Ross...	C&L..	.....	....	½E.	40 x2	¾E.	59½x2¼	PS..	P&B..	Dot...	PG.	SS..	Fir...	A...	Arc...	Stevens-Duryea.....G
Ex-Rw.	202	DM...	Hyd*.	Ex-Dr...	50	M.	Own...	I...	.....	El..	Own...	W&W.	.....	40	½E.	36½x2	½E.	50½x2	PS..	.....	Alem..	PG.	SS.	Kel...	A...	Kel...	Studebaker.....Std. 6
Ex-Rw.	230	DM...	Hyd*.	Ex-Dr...	74	M.	Own...	I...	.....	El..	Own...	W&W.	.....	43½	½E.	38 x2	½E.	56 x2	PS..	.....	Alem..	PG.	SS.	Kel...	A...	Kel...	Studebaker.....Sp. 6
Ex-Rw.	230	DM...	Hyd*.	Ex-Dr...	74	M.	Own...	I...	.....	El..	Own...	W&W.	.....	45½	½E.	38 x2	½E.	56 x2	PS..	.....	Alem..	PG.	SS.	Kel...	A...	Kel...	Studebaker.....Big 6
In-Fw.	262	DH...	Stdd..	Ex-Dr...	47	M.	.....	I...	6	RE.	Ross...	C&L..	.....	24	½E.	38 x2¼	E½.	62 x2¼	RS..	.....	Mey..	Mag	SS.	Fir...	A...	Mot...	Stutz.....AA
Ex-Fw.	340	DH...	Stdd..	Ex-Dr...	48	M.	Own...	I...	7	RE.	Ross...	C&L..	2¼	37	½E.	36⅜x1¾	½E.	57½x2	PS..	.....	Dot...	PG.	SS..	Jax...	A...	Mut..	Velie.....60
Ex-Fw.	323	DH...	Stdd..	Ex-Dr...	72½	M.	Tim....	I...	7½	RE.	Own...	W&G.	3	27¾	½E.	36 x2	½E.	58 x2¼	PS..	Mid...	Alem..	PG.	SS.	Budd..	D...	Budd..	Wills St. Claire.B&C68
Ex-Fw.	323	DH...	Stdd..	Ex-Dr...	72½	M.	Tim....	I...	7½	RE.	Own...	W&G.	3	27¾	½E.	36 x2	½E.	58 x2¼	PS..	Mid...	Alem..	PG.	SS.	Budd..	D...	Budd..	Wills St. Claire.T&W-6
B-Fw..	286	DM...	Stdd..	Ex-Dr...	62	M.	Own...	I...	.....	RE.	Own...	W&G.	2	35½	½E.	34¾x2	½E.	52½x2	PS..	Own..	Alem..	PG.	SS..	.....	A...	.....	Willys-Knight.....70
B-Fw..	280	DM...	Stdd..	In-Rw...	161	M.	Own...	I...	.....	RE.	Own...	W&S..	2	....	½E.	36½x2¼	½E.	57 x2¼	PS..	.....	Alem..	PG.	SS..	Hay...	A...	Hay...	Willys-Knight.....66

M&E—Merchant & Evans
Mec—Mechanics
Mid—Midwest
MO—Multiple Disk in Oil
Mot—Motor Wheel
Mun—Muncie
Mur—Murray
Mut—Mutual
NP—No Provisions
North—Northway
OC—Oil Cups
OW—Oil Cup with Wick
O—Optional
Opt—Optional
PG—Pressure Gun
PJ—Phineas Jones
PS—Pressed Steel
P&B—Parish & Bingham
Par—Parish Corp.
Pet—Peters
Pic—Pick
Pla—Planetary
P—Platform
Q—Special
R—Rubber
RA—Rear Axle
RE—Reverse Elliott
RR—Radius Rods
RW—Rudge Whitworth
Roc—Rockford
Ros—Ross
Rub—Rubsam
SB—Spiral Bevel
SO—Single Plate in Oil
SP—Single Dry Plate
Spec—Special
SS—Straight Side
S&N—Screw and Nut
Sal—Salisbury
Sav—Savage
Sep—Separate Unit
Sml—Smith
Sne—Snead
Spi—Spicer
Spr—Springs
Sta, Stdd—Standard
St-M—St. Marys
Ste—Sterling
T—Tubular
TA—Torque Arm
TB—Straight Bevel
TT—Torque Tube
Tua—Tuarc
T½E—½ Transverse Elliptic
The—Thermoid
Thi—Thiemer
Tim—Timken
TX—Transverse "X" Shape
Uni—Universal
Var—Various
W—Wire
War—Warner Gear
W-C—Warner Corp.
Wd—Wood
W&S—Worm and Sector
W&W—Worm and Wheel
½ E—½ Elliptic
½ F—½ Floating
¾ F—¾ Floating

Car Specifications

MOTOR					CONTROLLER			DRIVE					SPRINGS			MAKE AND MODEL
Make	Model	Number	Total Horse Power	Location	Make	Location	Number of Forward Speeds	Type of Final Drive	Type of Rear Axle	Total Reduction (Motor to Wheels)	Propulsion Taken by	Torque Taken by	Type Front	Type Rear	Wheels (Standard Equipment)	
Roth.....	22-17	1	3	On Frame.....	Own....	Under S...	5	Bevel...	¾ Float.	906	Springs....	Springs....	½Ell...	½Ell...	Wood...	Detroit.....95
Gen. Elec....	1022	1	....	Unit with J.S...	Gen. Elec	Under S...	4	Bevel...	Float...	6.00	Springs....	Springs....	½Ell...	½Ell...	Disk....	Rauch & Lang.....
Own.....	B-66....	1	3½	Under F.....	Own....	Under S...	5	Worm...	¾ Float.	8.60	Springs....	Tor. Arm..	½Ell...	½Ell...	Art.....	Rauch & Lang.....B-66
Own.....	S-66....	1	3½	Under F.....	Own....	Under S...	5	Worm...	¾ Float.	8.60	Springs....	Tor. Arm..	½Ell...	½Ell...	Art.....	Rauch & Lang.....S-66

Var—Varies according to make of battery employed

½ Ell—½ Elliptic
¾ Float—¾ Floating

½ U. H. and ½ R. C—½ under hood and ½ rear compartment
‡—Make optional

American Passenger Car

For Detailed Chassis Specifications see pages 266-267-268-269

ENGINE

MAKE AND MODEL	Make and Model	No. of Cyls. Bore and Stroke (In.)	Rating: Horse Power (N.A.C.C.)	Rating: Piston Displacement (Cu. In.)	Rating: Compression Ratio	Rating: Max. Brake H.P. at Specified R.P.M.	Type	Point Suspension	Cylinder Head Type and No. Cast in One Piece	Crankcase: Integral With Cylinders	Crankcase Materials: Upper Half	Crankcase Materials: Lower Half	Valves: Arrangement	Valves: Head Material	Front End Drive: Type	Front End Drive: Make of Chain or Location of Non-Metallic Gear	Pistons: Material	Pistons: Length (In.)	Pistons: Weight (Compl. Oz.)	Pistons: Distance from Pin Center to Top of Head	No. Rings and No. Above Pin	Piston Pins: Diameter and Length (In.)	Piston Pins: Bearing In	Connecting Rods: Material	Connecting Rods: Center to Center Length (In.)	Connecting Rods: Weight (Compl. Oz.)	Connecting Rods: Bearings Poured or Separate?	Offset?	Counterbalances Used?	Crankpin: Diameter and Length (In.)
Ajax.............6	Own......	6-3 x4	21.60	169.7	4.5	40-2400	V.	4	D-6.	Int..	Ir...	PS..	L.	CI..	He..	Cra..	CI..	3.25	16	1.56	3-3	.75x2.13	Rod	Car.	8.50	33.0	Pou.	No..	No..	1.62x1.
Apperson.........6	Velie.6-50	6-3 3/16x4¼	24.40	206.7	4.7	46-2500	V.	3	D-6.	Int..	Ir...	PS..	I.	Tun	He..	Cam.	CI..	3.50	27	1.87	3-2	.87x2.87	Rod	Car.	8.12	36.0	Sep.	....	....	2.00x1.
Apperson....Str. 8	Lyc 2-H...	8-3⅛x4½	31.25	276.0	4.6	65-3000	V.	3	D-8.	Sep.	Ir...	PS..	L.	Sil..	Ch..	L-B.	CI..	3.50	25.0	....	3-	.87x2.87	Rod	Car.	9.0	37.0	....	No..	No..	2.12x1.
Auburn........4-44	Lyc ....CF	4-3⅝x5	21.03	206.4	4.1	42-2200	V.	3	D-4.	Sep.	Ir...	PS..	L.	CI..	He..	Cra..	Al*.	4.12	26.0	....	4-	1.12x2.90	Flo.	Car.	12.0	50.0	....	No..	No..	2.12x1.
Auburn.........6-66	Lyc...4SM	6-3¼x4½	25.35	223.8	4.5	55-3000	V.	3	D-6.	Sep.	Ir...	PS..	L.	Sil..	Ch..	MOR	CI..	3.50	30.0	....	4-4	.87x2.87	Rod	Car.	9.0	42.0	....	No..	No..	2.12x1.
Auburn........8-80	Lyc. 4HM.	8-3¼x4½	33.80	298.5	4.5	74-2900	V.	3	D-8.	Sep.	Ir...	PS..	L.	Sil..	Ch..	L-B.	CI..	3.50	30.0	....	4-4	.87x2.87	Rod	Car.	9.00	42.0	....	No..	No..	2.12x1.
Buick.......Master	Own......	6-3½x4¾	29.40	274.0	4.2	75-2800	V.	3	D-6.	Sep.	Ir...	PS..	I.	Sil†.	He..	Cam.	CI..	4.25	....	2.19	3-3	.87x3.06	Pis..	Car.	10.75	.....	Pou.	No..	No..	2.25x1.
Buick.....Standard	Own......	6-3⅛x4½	23.44	207.0	4.5	65-2800	V.	3	D-6.	Sep.	Ir...	PS..	I.	Sil†.	He..	Cam.	CI..	3.81	....	2.25	3-3	.75x2.69	Pis..	Car	10.0	.....	Pou.	No..	No.	2.25x1.
Cadillac........314	Own...314	8-3⅛x5⅛	31.25	314.4	4.7	....	X	3	D-4.	Sep.	Al..	Al..	L.	Sil..	Ch..	MOR	CI..	3.31	21.6	2.00	3-3	.75x3.00	Pis..	ASt.	11.0	18.9	Pou.	No..	No..	2.37x2.
Case............JIC	.Cont...8R	6-3⅜x4½	27.34	241.4	4.2	56-2300	V.	3	D-6.	Sep.	Al..	PS..	L.	Car.	He..	Idler.	CI..	4.09	35.0	....	3-3	.87x3.06	Rod	Car.	10.50	52.0	Pou.	No..	No..	2.25x1.
Case..............Y	Cont....6J	6-3¾x5	23.75	331.3	4.3	70-2400	V.	3	D-6.	Sep.	Al..	PS..	L.	ChN	He..	Idler.	CI..	4.50	46.2	....	3-3	1.12x3.37	Rod	Car.	11.00	74.0	Pou.	No..	No..	2.37x1.
Chandler..........35	Own....35	6-3½x5	29.40	288.5	....	55-2800	V.	4	D-6.	Sep.	Al..	PS..	L.	CI..	Ch..	MOR	CI..	4.50	....	2.50	3-2	1.09x3.06	Rod	Car.	10.25	.....	Pou.	No..	....	2.50x1.
Chevrolet.........K	Own ..Sup	4-3 11/16x4	21.76	170.9	4.3	26-2000	V.	3	D-4.	Int..	Ir...	PS..	I.	CI..	He..	None	CI..	3.62	41	1.87	3-3	.85x3.81	Pis..	Car.	7.37	29...	....	No..	No..	1.50x1.
Chrysler..........58	Own ...F	4-3⅝x4½	21.03	185.8	....	38-2800	V.	3	D-4.	Int..	Ir...	PS..	L.	Sil..	He..	Cra..	Al..	4.25	15.5	2.00	3-	.75x3.00	Pis..	ASt.	7.87	17.3	Pou.	No..	No..	1.87x1.
Chrysler........6-G	Own....G	6-3⅛x4¾	23.44	218.5	4.7	68-3000	V.	4	D-6.	Int..	Ir...	PS..	L.	Sil..	Ch..	MOR	Al..	3.69	12.9	2.00	3-	.81x2.81	Pis..	ASt.	10.0	34.4	Pou.	No..	No..	2.00x1.
Chrysler........6-E	Own.....E	6-3½x5	29.40	288.5	....	92-3000	V.	4	D-6.	Int..	Ir...	PS..	L	Sil..	Ch..	MOR	Al°.	4.00	....	2.12	3-3	1.00x3.25	....	Car.	10.87	45.44	Pou	....	Yes.	2.19x1.
Cleveland.........31	Own....31	6-3 x4¼	21.60	180.1	....	45-2800	V.	4	D-6.	Int..	CI..	PS..	L.	CI..	Ch..	MOR	CI..	2.84	20.0	2.22	3-3	.87x2.50	Pis..	Car.	8.50	32.0	Pou.	No..	No..	2.19x1.
Cleveland.........43	Own....43	6-3⅛x4¾	23.44	218.5	4.7	60-2800	V.	4	D-6.	Sep.	CI..	PS..	L.	CI..	Ch..	MOR	CI..	4.25	28.0	2.37	3-3	.97x2.72	Pis..	Car.	10.25	37.75	Pou.	No..	No..	2.37x1.
Cunningham.....V6	Own...V6	8-3¾x5	45.00	441.7	4.3	90-2400	X	4	D-4.	Sep.	Al..	Al..	L.	Sil..	He..	Cam.	CI..	4.12	37.0	2.25	3-3	.94x3.23	Flo.	Car.	10.50	54.00	Sep.	No..	Yes.	2.62x1.
Dagmar........6-60	Lyc....4S	6-3¼x4½	25.35	223.8	4.5	55-3000	V.	3	D-6.	Sep.	Ir...	PS..	L.	Sil..	Ch..	L-B..	CI..	3.50	30.0	....	4-4	.87x2.87	Rod	Car.	9.00	37.00	....	No..	No..	2.12x1.
Dagmar........6-70	Cont...6J	6-3¾x5	33.75	331.3	4.3	70-2400	V.	3	D-6.	Sep.	Al..	PS..	L.	ChN	He..	Idler.	CI..	4.50	46.2	....	3-3	1.12x3.37	Rod	Car.	11.00	74.0	Pou.	No..	No..	2.37x1.
Davis..............92	Cont .11-U	6-3¼x4⅝	25.35	230.1	4.4	.54-2600	V.	4	D-6.	Int..	Ir...	PS..	L.	Sil..	Ch..	MOR	CI..	3.75	20.0	....	3-2	1.00x2.81	Rod	Car.	9.00	37.0	Pou.	No..	No..	2.12x1.
Davis..............93	Cont .20-L	6-2¾x4¾	18.15	169.2	4.5	....	V.	3	D-6.	Int..	Ir...	PS..	L.	NS..	Ch..	MOR	CI..	3.37	30.0	....	3-	.73x—	Rod	Car.	9.00	24.0	Pou.	No..	No..	2.12x1.
Diana........Str. 8	Cont .12-Z	8-3 x4¼	28.80	240.2	....	....	V.	..	D-8.	Int..	Ir...	....	L.	....	Ch..	MOR	CI..	....	....	....	3-	.86x	....	....	....	....	Pou.	....	....	2.12
Dodge Brothers.....	Own......	4-3⅞x4½	24.03	212.3	4.0	35-2000	V.	3	D-4.	Int..	Ir...	PS..	L.	Sil°.	He..	Cam.	Al..	4.37	28.0	....	4-4	.81x3.62	Rod	ASt.	9.12	44.00	Sep.	No..	No..	1.62x1.
Duesenberg...Str. 8	Own.....A	8-2⅞x5	26.45	259.6	5.0	100-3600	V.	3	D-8.	Int..	Ir...	Al..	L.	Sil..	Sp..	None	Al...	3.50	12.	1.75	4-4	75x2.50	Pis..	ASt.	9.75	32.00	....	No..	No..	2.75x1.
DuPont............D	Wisc.....Y	6-3⅜x5	27.34	268.3	4.8	75-3000	V.	3	D-6.	Int..	Ir...	Al..	I.	Sil..	Ch..	L-B..	CI..	4.00	32.0	2.00	3-3	1.06x3.12	Rod	ASt.	12.00	59.00	Sep.	No..	No..	2.50x1.
Durant........A-22	Cont .Spec.	4-3⅞x4¼	24.03	200.5	....	37-2100	V.	4	D-4.	Int..	Ir...	PS..	I.	CI°.	He..	None	CI..	4.12	....	1.87	3-3	.85x3.44	....	Car.	8.00	.....	Pou	No..	No..	1.50x1.
Elcar...........4-55	Lyc....CF	4-3⅝x5	21.03	206.4	4.1	42-2200	V.	3	D-4.	Sep.	Ir...	PS..	L.	CI..	He..	Cra..	Al*.	4.12	26.0	....	4-	1.12x2.90	Flo.	Car.	12.00	50.0	....	No..	No..	2.12x1.
Elcar...........6-65	Lyc......S	6-3⅛x4¼	23.44	195.5	4.5	55-3000	V.	3	D-6.	Sep.	Ir...	PS..	L.	Sil..	He..	Idler.	CI..	3.50	30.0	....	4-4	.87x2.87	Rod	Car.	9.00	42.0	....	No..	No..	2.12x1.
Elcar...........8-81	Lyc....4H	8-3¼x4½	33.80	297.2	4.5	74-2900	V.	3	D-8.	Sep.	Ir...	PS..	L.	Sil..	Ch..	L-B..	CI..	3.50	25.0	....	4-	.87x2.87	Rod	Car.	9.00	42.0	....	No..	No..	2.12x1.
Essex..............6	Own.....6	6-2 11/16x4¼	17.32	144.6	....	....	V.	4	D-6.	Int..	CI..	CI..	L.	Tun	Ch..	MOR	Al..	3.06	10.0	1.69	3-3	.75x2.09	Flo.	Car.	8.31	24.0	Pou.	No..	Yes.	1.81x1.
Flint...........Jr 6	Cont...9L	6-2¾-4¾	18.15	169.2	4.5	40-2300	V.	4	D-6.	Int..	Ir...	....	L.	CI..	Ch..	MOR	CI..	3.37	....	1.94	3-3	.73x2.33	Rod	Car.	9.0	....	Pou.	No..	No..	2.00x1.
Flint..............60	Cont..14U	6-3¼x4⅝	25.35	230.0	....	56-2600	V.	4	D-6.	Int..	Ir...	Ir...	L.	CI..	Ch..	MOR	CI..	3.75	....	2.31	3-3	1.00x2.80	Rod	Car.	9.00	44	Pou.	No..	No..	2.25x1.
Flint..............80	Cont.. 6E	6-3⅜x5	27.34	268.4	4.2	65-2400	V.	4	D-6.	Int..	Ir...	Ir...	L.	CI..	Ch..	MOR	CI..	4.06	....	2.44	3-3	.87x3.03	Rod	Car.	9.00	44	Pou.	No..	No..	2.00x1.
Ford...............T	Own.....T	4-3¾x4	22.50	176.7	3.9	20-1600	V.	3	D-4.	Int..	CI..	PS..	L.	CI..	He..	None	CI..	3.81	36	1.94	3-2	.74x3.50	Pis..	Car.	7.00	23	Pou.	No..	No..	1.25x1.
Franklin........11A	Own...11A	6-3¼x4	25.35	198.0	...1	33-2200	V.	3	I-1..	Sep.	Al..	Al..	I.	C-V†	Ch.	Ram.	Al..	3.84	18	2.25	4-4	.87x2.87	Pis..	Dur	8.00	22	....	No..	No..	2.00x1.
Gardner........6-A	Lyc.....4S	6-3¼x4½	25.35	223.8	4.5	....	V.	3	D-6.	Sep.	Ir...	PS..	L.	Sil..	Ch..	L-B..	CI..	3.50	25.0	....	4-4	.87x2.87	Rod	Car.	9.00	37.0	....	No..	No..	2.12x1.
Gardner........8-A	Lyc....2H	8-3⅛x4½	31.25	276.1	4.6	65-3000	V.	3	D-8.	Sep.	Ir...	PS..	L.	Sil..	Ch..	L-B..	CI..	3.50	25.0	....	4-4	.87x2.87	Rod	Car.	9.00	37.0	....	No..	No..	2.12x1.
Gray...............S	Own.....R	4-3⅝x4	21.03	165.2	3.6	21-1600	V.	3	D-4.	Int..	Ir...	PS..	L.	CI..	He..	None	CI.	3.62	36.0	....	3-2	.74x3.62	Pis..	Car.	7.00	23.4	Pou.	No..	No..	1.50x1.
Hertz.............D1	Cont..18U	6-3¼x4⅝	25.35	195.5	4.5	49-2500	V.	3	D-6.	Int..	Ir...	PS..	L.	Sil..	Ch..	L-B..	CI..	3.25	27.0	1.94	3-	1.00x2.62	Rod	Car.	8.25	.....	Pou.	No..	No..	2.37x1.
Hudson....Super 6	Own..Sup.6	6-3½x5	29.4	288.5	....	....	V.	4	D-6.	Sep.	Al..	PS..	L.	Tun	Ch..	MOR	Al..	4.06	18	2.25	3-3	1.81x2.69	Flo.	....	11.67	56.0	Sep.	No..	Yes.	2.25x1.
Hupmobile......A-1	Own...A-1	6-3⅛x4¼	23.44	195.5	....	50-3000	W	4	D-6.	Int..	Ir...	Ir...	L.	CI°.	Ch..	MOR	CI..	3.12	19	1.70	3-3	.87x1.56	Rod	Car.	8.75	29.0	Pou.	No..	No..	2.12x1.
Hupmobile......E-2	Own.....E	8-3 x4¾	28.80	268.7	4.8	63-2700	V.	4	D-8.	Sep.	Al..	PS..	L.	.....	Ch..	MOR	CI..	....	....	....	3-2	.75x	Pis..	Dur	.....	....	....	....	....	2.37x1.
Jewett....New-Day	Cont.Spec.	6-2¾x4¾	18.15	169.2	4.5	40-2400	V.	4	D-6.	Int..	Ir...	PS..	L.	NS..	Ch..	L-B..	CI..	3.37	24.	1.94	3-3	.73x2.33	Rod	Car.	9.00	28.2	Pou.	No..	No..	2. [illegible]
Jordan....Series A	Cont.Spec.	8-3 x4¾	28.80	268.7	....	74-3000	V.	4	D-8.	Sep.	Al..	PS..	L.	Sil..	Ch..	MOR	CI..	3.75	....	....	3-3	.86x2.52	Rod	ASt.	10.87	.....	Pou.	No..	No..	[illegible]
Jordan.....Series J	Cont.Spec.	8-2⅞x4¾	26.45	246.5	....	64-3000	V.	4	D-8.	Int..	SS..	PS..	L.	Sil..	Ch..	MOR	CI..	3.62	....	....	3-3	.86x2.26	Rod	ASt.	9.75	.....	Pou.	No..	No..	[illegible]
Kissel.............55	Own....55	6-3 5/16x5⅛	32.60	264.8	....	53-2300	V.	4	I-6..	Int..	Ir...	Al..	L.	Sil..	Ch..	L-B..	Al..	3.81	20	1.85	4-	.87x3.00	Pis..	Lyn	10.00	30	Pou.	No..	No..	[illegible]
Kissel.............75	Own....75	8-3 5/16x4½	32.60	310.0	....	71-3000	V.	3	D-8.	Int..	Ir...	Al..	L.	Sil..	Ch..	L-B..	Al..	3.50	17	1.94	3-	.75x2.87	Pis..	Lyn	9.00	25	Pou.	No..	No..	[illegible]
Lexington......6-50	Anst....M	6-3 5/16x4½	26.34	232.7	4.5	65-3000	V.	4	D-6.	Int..	Ir...	PS..	I.	Sil..	Ch..	L-B..	CI..	3.45	28	1.70	2-2	1.00x3	Rod	Car	8.50	46	....	No..	No..	[illegible]
Lincoln............8	Own......	8-3⅜x5	36.45	357.8	4.8	90-2800	X	3	D-4.	Sep.	Al..	Al..	L.	Sil..	Ch..	MOR	Al..	3.75	18.50	2.00	3-3	.87x3.12	Rod	Car.	12.50	66a	Sep.	No..	No..	[illegible]
Locomobile.......48	Own....48	6-4½x5½	48.60	524.8	4.2	103-2100	V.	4	I-2.	Sep.	BZ..	Al..	T.	Car.	He..	Cam.	CI..	5.50	66	2.81	-3	1.12x4.25	Rod	ASt.	12.00	42	Sep.	No..	No..	[illegible]
Locomobile.......90	Own....90	6-3⅞x5¼	36.04	371.5	....	86-2800	V.	4	D-6.	Sep.	Al..	Al..	L.	Sil..	Ch..	L-B..	CI..	4.50	48	2.62	4-3	1.12x3.62	Rod	ASt.	11.69	56	Pou.	No..	No..	[illegible]
Locomobile.....Jr 8	Own ..Jr 8	8-2 11/16x4	25.35	198.7	....	66-3000	V.	4	D-8.	Int..	SS..	PS..	I.	Sil..	Ch..	L-B..	CI..	3.00	21	1.59	4-3	.75x2.34	Rod	ASt.	8.00	52	Pou.	No..	No..	1.7[illegible]
Marmon...........74	Own....74	6-3¾x5⅛	33.75	339.7	4.3	88-2800	V.	4	D-6.	Sep.	Al..	Al..	I.	CI..	He..	Cam.	Al°.	4.68	52.6	2.56	3-3	1.18x3.25	Rod	ASt.	10.18	62...	....	No..	No..	[illegible]
McFarlan.........SV	Wisc.....Y	6-3⅜x5	27.34	268.3	4.8	75-3000	V.	3	D-6.	Int..	Ir...	Al..	L.	Sil..	Ch..	L-B..	CI..	4.00	32.0	2.00	3-3	.06x3.12	Rod	ASt.	12.00	59.0	Sep.	No..	Yes.	[illegible]
MacFarlan.......TV	Own....TV	6-4½x6	48.60	572.5	4.3	120-2400	V.	4	D-3.	Sep.	Al..	Al..	T.	Sil..	He..	None	Al..	6.19	....	3.06	3-3	1.25x3.94	Flo.	Car.	12.0	.....	Sep.	No..	No..	[illegible]
McFarlan.....Str. 8	Lyc....4H	8-3¼x4½	32.58	287.2	4.6	70-3000	V.	3	D-8.	Sep.	Ir...	PS..	L.	Sil..	Ch..	L-B..	CI..	3.50	25.0	....	4-	.87x2.87	Rod	Car.	9.00	37.0	....	No..	No..	[illegible]
Moon......London	Cont...8R	6-3⅜x4½	27.34	241.3	4.2	56-2300	V.	3	D-6.	Sep.	Al..	PS..	L.	Car.	He..	Idler.	CI..	4.09	35.0	....	3-3	.87x3.06	Rod	Car.	10.50	52.0	Pou.	No..	No..	[illegible]
Moon.....Series A	Cont....7Z	6-3⅛x4¼	23.44	195.5	4.6	....	V.	3	D-6.	Int..	Ir...	PS..	L.	Sil..	Ch..	MOR	CI..	4.06	27.	....	3-3	.87x1.06	Rod	Car.	8.25	23.0	Pou.	No..	No..	[illegible]
Nash.....Advanced	Own...261	6-3 7/16x5	28.37	278.4	....	68-2400	V.	3	D-6.	Int..	Ir...	PS..	I.	Tun	He..	Cra..	CI..	4.0	....	1.62	4-3	.93x3.18	Rod	Car.	10.00	.....	Pou.	No..	No..	[illegible]
Nash.......Special	Own...231	6-3⅛x4½	23.44	207.4	....	47-2200	V.	3	D-6.	Int..	Ir...	PS..	I.	Sil†.	He..	Cra..	CI..	3.69	....	1.59	4-3	.87x2.87	Rod	Car.	9.00	.....	Pou.	No..	No..	[illegible]
Oakland............6	Own...OS	6-2⅞x4¾	19.84	185.0	5.0	45-2600	V.	3	D-6.	Sep.	Ir...	Ir...	L.	Sil..	Ch..	MOR	CI..	3.31	20..	1.78	3-3	.75x2.42	Rod	Car.	8.85	28.0	....	No..	HB.	[illegible]
Oldsmobile......Six	Own....30	6-2¾x4¾	18.15	169.3	4.7	40-2600	V.	3	D-6.	Int..	Ir...	PS..	L.	CI..	Ch..	MOR	CI..	3.37	19.50	1.87	3-3	.86x2.31	Rod	Car	9.00	32	Pou.	No..	Yes.	[illegible]
Overland.........91	Own....91	4-3½x4	19.60	153.9	....	30-2400	V.	4	D-4.	Int..	Ir...	PS..	L.	CI..	He..	None	CI..	....	....	....	3-3	....	Pis..	Car.	7.00	.....	Sep.	No..	No..	[illegible]
Overland.........93	Own....93	6-3 x4	21.60	169.6	....	38-2800	V.	4	D-6.	Int..	Ir...	PS..	L.	CI..	He..	Cam.	Al..	....	....	....	3-3	x1.81	Pis.	Car.	7.50	.....	Pou.	No..	No..	[illegible]

ABBREVIATIONS:

*—More than one kind of material used.
*—Forked End
Anst—Ansted
ASt—Alloy Steel
Au—Automatic
A-Bos—American Bosch
A-K—Atwater Kent
Al—Aluminum
A-L—Auto-Lite
ATC—Air Tube Cellular
B—Battery
Ben—Bendix
B&B—Ball & Ball
R-Bos—Robert Bosch
BZ—Bronze
CA—Cast Aluminum
Cam—Camshaft
Car—Carter (Carb.)
Car—Carbon (Valves)
Cent—Centrifugal
Ch / **Cha**—Chain
ChN—Chrome Nickel
CI—Cast Iron
Cle—Cleveland
Cont—Continental
Cra—Crankshaft
C-V—Chrome Vanadium Steel
D—Detachable
D.—Distillator
DC—Die cast
DeJ—De Jon
D—Detachable (Head)
Det—Detroit
DF—Distillator and Filter
Dyn—Dyneto
Dur—Duralumin
Ec—Eccentric
Eis—Eisemann
Exi—Exide
F—Valves in Head and Side
Fed—Fedders
Fi—Filter
FlPr—Full Pressure to all bearings including wrist pins
Flo—Floating
F&T—Fin and Tube
G&D—Gray & Davis
GS—German Silver
Ge—Gear
Gou—Gould
Ha—Hand
H&A—Hand and Autom
Har—Harrison
He—Helical Gear
I—In Head (Valves)
I—Integral (Head)
Int—Integral
Ir—Iron
Iner—Inertia
Jam—Jamestown
Joh—Johnson
L—Valves at side
L-B—Link Belt
L-N—Leece-Neville

Engine Specifications

For Detailed Body Specifications see pages 274-275-276

Number	Crankshaft: Main Bearing Front: Diameter and Length (In.)	Crankshaft: Main Bearing Rear: Diameter and Length (In.)	Oiling System: Type	Oiling System: Pump Type	Oiling System: Oil Cleaner Type	Cooling System: Water Circulation: Type	Cooling System: Water Circulation: Pump Type	Cooling System: Radiator: Make	Cooling System: Radiator: Core Type	Cooling System: Radiator: Water Capacity (Gals.) Entire System	Cooling System: Radiator: Shell Material	Cooling System: Radiator: Thermostat	Fuel System: Carburetor: Make	Fuel System: Carburetor: Size (In.)	Fuel System: Air Cleaner: Type	Fuel System: Air Cleaner: Make	Fuel System: Fuel Feed	Electrical System: Ignition System: Make	Electrical System: Ignition System: Current Source	Electrical System: Ignition System: Spark Control	Electrical System: Generator and Starter: Make	Electrical System: Generator and Starter: Starter Engagement	Electrical System: Battery: Make	Electrical System: Battery: Voltage and Amp-Hours Capacity	MAKE AND MODEL
7	1.75x5.31	1.75x5.31	Fl Pr..	Ge..	No...	Pu...	Vane..	Mod..	F&T..	.....	PS...	No...	Car...	1	None..	None..	Vac...	A-L...	B..	Au...	A-L...	Ben..	USL..	6-92	Ajax.....
4	2.00x2.25	2.00x2.75	Fl Pr..	Ge..	No...	TS...	None..	Own..	F&T..	.....	PS...	No...	Str...	1	None..	None..	Vac...	Remy.	B..	Ha...	Remy.	Ben..	Pre...	6-112	Apperson.....6
5	2.37x2.68	2.37x2.68	Pr Cs..	Ge..	No...	Pu...	Cent..	Own..	F&T..	7	PS...	No...	Sch...	1 7/8	None..	None..	Vac...	Remy.	B..	Ha...	Remy.	Ben..	Pre...	6-112	Apperson.....Str. 8
5	2.12x2.62	2.12x2.62	Pr Cs..	Ge..	No...	TS...	None..	Jam..	Ri C..	.....	.....	No...	Zen...	1	None..	None..	Vac...	Remy.	B..	Ha...	Remy.	.....	Pre...	6-112	Apperson.....
4	2.37x2.00	2.37x2.31	Pr Cs..	Ge..	No...	Pu...	Cent..	Jam..	Ri C..	4½	PS...	No...	Sch...	1	None..	None..	Vac...	Remy.	B..	Ha...	Remy.	Ben..	USL..	.....	Auburn.....4-44
5	2.37x2.69	2.37x2.69	Pr Cs..	Ge..	No...	Pu...	Cent..	Jam..	Ri C..	5	.....	No...	Sch...	1¼	None..	None..	Vac...	Remy.	B..	Au...	Remy.	Ben..	USL..	6-80	Auburn.....6-66
4	2.37x2.62	2.37x2.78	Pr Cs..	Ge..	Fi...	Pu...	Cent..	Har..	Ri C..	.....	PS...	No...	Mar...	1⅛	Cent..	A C..	Vac...	Delco.	B..	SA...	Remy.	Ben..	USL..	6-90	Auburn.....8-88
4	1.97x1.56	1.78x1.09	Pr Cs..	Ge..	Fi...	Pu...	Cent..	Har..	Ri C..	.....	PS...	No...	Mar...	1¼	Cent..	A C..	Vac...	Delco.	B..	SA...	Delco.	SG...	Exi...	6-105	Buick.....Master
3	2.37x2.37	2.37x3.00	Fl Pr..	Ge..	Fi...	Pu...	Cent..	Har..	Ri C..	.....	SB...	Yes...	Own..	2	None..	None..	Pre...	Delco.	B..	SA...	Delco.	SG...	Exi...	6-90	Buick.....Std.
4	2.25x2.34	2.25x2.81	Pr Cs..	Ge..	No...	Pu...	Cent..	Own..	F&T..	2.37	PS...	Yes...	Sch...	1¼	None..	None..	Vac...	Delco.	B..	H&A..	Delco.	SG...	Exl...	6-130	Cadillac.....314
4	2.37x2.34	2.37x3.06	Pr Cs..	Ge..	No...	Pu...	Cent..	Own..	F&T..	4.5	PS...	Yes...	Sch...	1½	None..	None..	Vac...	Delco.	B..	SA...	Delco.	Ben..	Wil..	6-118	Case.....JIC
4	2.81x2.62	2.81x2.94	Pr Cs..	Ge..	No...	Pu...	Cent..	Own..	ATC..	.....	PS...	No...	Sch...	1¼	None..	None..	Vac...	Delco.	B..	SA...	Delco.	Ben..	Wil..	6-132	Case.....Y
3	1.37x2.31	1.75x2.68	Sp Pr..	Ge..	No...	Pu...	Cent..	Har..	Ri C..	.....	PS...	No...	Car...	1	Yes..	Yes..	Vac...	Remy.	B..	Ha...	Remy.	Ben..	Pre...	6-105	Chandler.....35
3	1.87x2.81	1.87x2.81	Pr Cs..	Ge..	Fi...	TS...	None..	Own..	F&T..	3¾	PS...	No...	Ste...	1	None..	None..	Vac...	Remy.	B..	SA...	Remy.	Ben..	Var...	6-90	Chevrolet.....K
7	2.62x1.87	2.62x3.25	Fl Pr..	Ge..	Fi...	Pu...	Cent..	Fed..	.....	.....	PS...	Yes...	B&B..	1⅜	Cent..	Uni..	Vac...	Remy.	B..	SA...	Remy.	Ben..	Wil..	6-100	Chrysler.....58
3	2.19x2.09	2.37x2.44	Fl Pr..	Ge..	No...	Pu...	Cent..	Fed..	Ri C..	5½	PS...	Yes...	Str...	....	Cent..	Uni..	Vac...	Remy.	B..	SA...	Remy.	Ben..	Wil..	6-100	Chrysler.....6G
3	2.44x2.62	2.69x3.06	Fl Pr..	Ge..	No...	Pu...	Cent..	Fed..	Ri C..	2½	PS...	No...	Til...	1	None..	None..	Vac...	Remy.	B..	SA...	Remy.	Ben..	Wil..	6-100	Chrysler.....6G
3	2.75x3.00	2.75x3.94	Fl Pr..	Ge..	No...	Pu...	Cent..	Fed..	Ri C..	4	PS...	No...	Sch...	1	None..	None..	Vac...	ABos.	B..	SA...	ABos.	Ben..	Pre...	6-160	Chrysler.....6-E
4	2.37x2.00	2.37x2.31	Pr Cs..	Ge..	No...	Pu...	Cent..	Bush..	Ri C..	.....	SB...	No...	Sch...	1¾	None..	None..	Vac...	Delco.	B..	Ha...	Delco.	Ben..	Exi...	6-111	Dagmar.....6-60
4	2.37x2.34	2.37x3.06	Pr Cs..	Ge..	No...	Pu...	Cent..	Bush..	Ri C..	.....	SB...	No...	Sch...	1½	None..	None..	Vac...	Delco.	B..	Ha...	Delco.	Ben..	Exi...	6-111	Dagmar.....6-70
7	2.37x1.75	2.37x2.37	Pr Cs..	Ge..	No...	Pu...	Cent..	Bush..	Ri C..	.....	SB...	No...	Sch...	1¾	None..	None..	Vac...	Delco.	B..	Ha...	Delco.	Ben..	Wil..	6-100	Davis.....92
4	2.12x1.37	2.12x1.56	Pr Cs..	Ge..	No...	Pu...	Cent..	Jam..	Ri C..	.....	PS...	No...	Sch...	1½	None..	None..	Vac...	Delco.	B..	SA...	Delco.	Ben..	Wil..	6-100	Davis.....93
5						Pu...	Cent..	Jam..	Ri C..	.....	PS...	No...	Str...	1¼	....	....	Vac...	Delco.	B..	SA...	Delco.	Ben..	USL..	6-142	Diana.....Str. 8
			Fl Pr..			Fi...	Pu...	Cent..	McC..	Ri C..	4½	PS...	No...	Ste...	1	None..	None..	Vac...	Delco.	B..	SA...	Delco.	Ben..	Wil..	6-100	Dodge Brothers....
3	1.75x2.44	1.75x2.56	Sp Pr..	Ec..	No...	Pu...	Cent..	McC..	F&T..	2¾	PS...	No...	Str...	1¼	Cent..	Uni..	Vac...	Delco.	B..	SA...	Delco.	Ben..	Wil..	6-100	Davis.....93
			Fl Pr..	Ge..	Fi...	Pu...	Cent..	McC..	F&T..	2¾	PS...	No...	Ste...	1	None..	None..	Vac...	N-E..	B..	Ha...	N-E..	Cha..	Wil..	12-50	Dodge Brothers....
3	2.50x2.34	2.50x2.75	Pr Cs..	Ge..	No...	Pu...	Van..	Rac..	.....	5¾	.....	Yes...	Sch...	1½	None..	None..	Pre...	Delco.	B..	Ha...	N-E..	Cha..	Wil..	6-100	Duesenberg...Str. 8
3	1.75x1.75	1.87x2.37	Sp Pr..	Ge..	No...	Pu...	Cent..	Mod..	F&T..	.....	PS...	No...	Sch...	1½	None..	None..	Vac...	Delco.	B..	SA...	Delco.	Ben..	Exi...	6-100	Duesenberg...Str. 8
5	2.12x2.62	2.12x2.62	Pr Cs..	Ge..	No...	TS...	None..	Jam..	Ri C..	4½	PS...	No...	Til...	1	None..	None..	Vac...	ABos.	B..	Ha...	ABos.	Ben..	Wes...	6-95	Dupont.....D
4	2.37x2.00	2.37x2.31	Pr Cs..	Ge..	No...	Pu...	Cent..	Jam..	Ri C..	3½	SB...	No...	Str...	....	....	....	Vac...	A-L..	B..	Ha...	A-L..	Ben..	USL..	6-92	Durant.....A22
5	2.37x2.68	2.37x2.68	Pr Cs..	Ge..	DF...	Pu...	Cent..	Jam..	Ri C..	5¼	PS...	Yes...	Sch...	1	None..	None..	Vac...	A-L..	B..	SA...	A-L..	Ben..	USL..	6-84	Elcar.....4-55
3	2.22x1.62	2.28x2.00	Spl...	Pi...	No...	TS...	None..	Har..	Ri C..	1¾	PS...	No...	Ste...	1¼	None..	None..	Vac...	Remy.	B..	Au...	Remy.	Ben..	USL..	6-84	Elcar.....6-65
4	2.12x1.37	2.12x1.56	Pr Cs..	Ge..	No...	Pu...	Cent..	Fed..	Ri C..	2 11/16	PS...	No...	Zen...	1	None..	None..	Vac...	Remy.	B..	SA...	Remy.	Ben..	USL..	6-106	Elcar.....8-81
7	2.37x1.81	2.37x2.44	Pr Cs..	Ge..	Fi...	Pu...	Gear..	Fed..	Ri C..	.....	PS...	Yes...	Str...	....	None..	None..	Vac...	A-L..	B..	Ha...	A-L..	Ben..	USL..	6-105	Essex.....6
7	2.37x1.81	2.37x2.44	Pr Cs..	Ge..	Fi...	Pu...	Gear..	Fed..	Ri C..	.....	PS...	Yes...	Str...	1¼	Cent..	Uni..	Vac...	A-L..	B..	Ha...	A-L..	Ben..	USL..	6-	Flint.....Jr 6
3	1.25x2.00	1.25x3.12	Spl...	No..	No...	TS...	None..	Own..	F&T..	3	SB...	No...	Own..	1	None..	None..	Gra...	Own..	K..	Ha...	Own..	Ben..	Own..	6-92	Flint.....60
7	2.00x2.37	2.00x2.62	Pr Cs..	Ge..	No...	Air...	Air...	None..	None..	0	No...	No...	Str...	....	Cent..	Uni..	Vac...	Dyn..	B..	SA...	Dyn..	Ben..	Wil..	6-117	Flint.....80
4	2.37x2.00	2.37x2.31	Pr Cs..	Ge..	No...	Pu...	Cent..	Fed..	Ri C..	.....	PS...	No...	Sch...	1	None..	None..	Vac...	Remy.	B..	SA...	Remy.	Ben..	Pre...	6-93	Gardner.....6-A
4	2.37x2.68	2.37x2.68	Pr Cs..	Ge..	No...	Pu...	Cent..	Fed..	Ri C..	.....	PS...	Yes...	Sch...	1¼	None..	None..	Vac...	Remy.	B..	SA...	Remy.	Ben..	Pre...	6-135	Gardner.....8-A
3	1.50x1.75	1.50x1.62	Spl...	No..	Di...	TS...	None..	Cor...	Ri C..	.....	PS...	No...	Scoe...	1	None..	None..	Vac...	A-L..	B..	Au...	A-L..	Ben..	USL..	6-84	Gray.....S
7	2.00x1.50	2.00x2.12	Fl Pr..	Ge..	No...	Pu...	Cent..	McC..	Ri C..	3¼	PS...	No...	Zen...	1¼	None..	None..	Vac...	Delco.	B..	SA...	Delco.	Ben..	Wes...	6-100	Hertz.....D-1
4	2.25x2.37	2.34x3.12	Spl...	Pi...	No...	Pu...	Cent..	Har..	Ri C..	4	PS...	No...	Ste...	1½	None..	None..	Vac...	ABos.	B..	SA...	ABos.	SG...	Pre...	6-120	Hudson...Super Six
4	2.34x1.62	2.39x2.12	Pr Cs..	Ge..	No...	Pu...	Cent..	McC..	Ri C..	.....	.....	Yes...	Ste...	1	None..	None..	Vac...	A-L..	B..	SA...	A-L..	Ben..	Wil..	6-100	Hupmobile.....A-1
5	2.50x1.83	2.62x2.56	Fl Pr..	Ge..	No...	Pu...	Cent..	McC..	Ri C..	.....	PS...	Yes...	Str...	1¼	None..	None..	Vac...	.....	B..	SA...	.....	Ben..	Wil..	6-153	Hupmobile.....E-2
4	2.12x1.25	2.12x1.56	Pr Cs..	Ge..	No...	Pu...	Vane..	McC..	ATC..	.....	.....	No...	Joh...	1·	None..	None..	Vac...	Remy.	B..	Au...	Remy.	Ben..	Wes...	6-115	Jewett New Day...
3	2.37x1.50	2.37x2.50	Fl Pr..	Ge..	Fi...	Pu...	Cent..	Cle...	Ri C..	5	SC...	Yes...	Str...	1¼	Cent..	Uni..	Vac...	ABos.	B..	SA...	ABos.	Ben..	Wil..	6-135	Jordan.....Series A
5	2.00x1.50	2.62x2.50	Fl Pr..	Ge..	No...	Pu...	Cent..	Cle...	Ri C..	4¼	PS...	Yes...	Str...	1¼	.....	.....	Vac...	ABos.	B..	SA...	ABos.	Ben..	Wil..	6-135	Jordan.....Series J
3	2.50x2.16	2.50x2.84	Fl Pr..	Ge..	DF...	Pu...	Vane..	Fed..	Ri C..	.....	PS...	Yes...	Str...	1¼	Cent..	U.S..	Vac...	Remy.	B..	SA...	Remy.	Ben..	Wil..	6-118	Kissel.....55
4	2.37x2.69	2.37x2.62	Fl Pr..	Ge..	DF...	Pu...	Vane..	Fed..	Ri C..	.....	PS...	Yes...	Str...	1½	Cent..	U.S..	Vac...	Remy.	B..	SA...	Remy.	Ben..	Wil..	6-118	Kissel.....75
5	1.75x2.37	2.50x3.37	Fl Pr..	Ge..	Yes...	Pu...	Cent..	Opt...	.....	.....	PS...	No...	Sch...	1¼	Yes...	.....	Vac...	Delco.	B..	SA...	ABos.	Ben..	Wil..	6-100	Lexington.....6-50
7	2.00x2.75	2.00x3.50	Pr Cs..	Ge..	No...	Pu...	Cent..	Own..	P.T..	7½	PS...	Yes...	Str...	1½	None..	None..	Vac...	Delco.	B..	Ha...	Delco.	SG...	Exi...	6-135	Lincoln.....8
4	2.50x2.68	2.50x3.18	Fl Pr..	Ge..	Fi...	Pu...	Cent..	G&O..	Ri C..	.....	GS...	Yes...	B&B..	1½	None..	None..	Pre...	Delco.	B..	SA...	Wes...	Ben..	Pre...	12-105	Locomobile.....48
5	2.25x2.09	x3.06	Fl Pr..	Ge..	Fi...	Pu...	Cent..	G&O..	Ri C..	.....	PS...	Yes...	Str...	1½	Cent..	Uni..	Pre...	DeJ..	B..	SA...	DeJ..	SG...	USL..	6-126	Locomobile.....90
5	2.12x1.72	2.12x2.47	Pr Cs..	Ge..	Fi...	Pu...	Vane..	G&O..	ATC..	.....	PS...	No...	Str...	....	....	....	Vac...	DeJ..	B..	SA...	DeJ..	Ben..	USL..	6-92	Locomobile.....Jr. 8
3	2.75x2.00	2.75x3.75	Fl Pr..	Ge..	DF...	Pu...	Cent..	Fed..	Ri C..	.....	PS...	No...	Sch...	1½	None..	None..	Vac...	Delco.	B..	H&A..	Delco.	SG...	Pre...	6-170	Marmon.....74
4	2.50x2.34	2.50x2.34	Fl Pr..	Ge..	No...	Pu...	Cent..	G&O..	Ri C..	.....	PS...	No...	Ray..	1½	None..	None..	Vac...	Delco.	B..	SA...	Delco.	Ben..	Wil..	6-120	McFarlan.....SV
3	2.37x3.00	2.37x3.50	Fl Pr..	Ge..	No...	Pu...	Cent..	G&O..	Ri C..	.....	.....	No...	Ray..	1¾	None..	None..	Vac...	DeJ..	M..	SA...	DeJ..	Ben..	Wil..	6-165	MacFarlan.....TV
4	2.37x2.68	2.37x2.68	Fl Pr..	Ge..	No...	Pu...	Cent..	G&O..	Ri C..	.....	PS...	No...	Sch...	....	None..	None..	Vac...	Delco.	B..	SA...	Delco.	Ben..	Wil..	6-120	McFarlan.....Str. 8
4	2.25x2.34	2.25x2.81	Pr Cs..	Ge..	No...	Pu...	Cent..	G&O..	Ri C..	.....	.....	No...	Str...	1¼	None..	None..	Vac...	Delco.	B..	SA...	Delco.	Ben..	Exi...	6-100	Moon.....London
4	2.90x1.90	2.00x2.12	Pr Cs..	Ge..	No...	Pu...	Cent..	Fed..	Ri C..	4¼	NS...	No...	Str...	1	None..	None..	Vac...	Delco.	B..	SA...	Delco.	Ben..	USL..	6-84	Moon.....Series A
3	2.62x2.60	2.62x2.69	Pr Cs..	Ge..	Fi...	Pu...	Cent..	Long..	F&T..	5½	PS...	No...	Mar...	1¼	Cent..	AC...	Vac...	Delco.	B..	H&A..	Delco.	SG...	Gou...	6-117	Nash.....Advanced
3	2.25x2.50	2.25x2.67	Pr Cs..	Ge..	No...	Pu...	Cent..	Mod..	F&T..	5½	PS...	No...	Mar...	1¼	Cent..	AC...	Vac...	Delco.	B..	H&A..	Delco.	SG...	USL..	6-92	Nash.....Special
2	2.00x2.00	2.12x2.19	Fl Pr..	Ge..	Fi...	Pu...	Gear..	Har..	ATC..	2¾	PS...	No...	Str...	1	Iner...	AC...	Vac...	Remy.	B..	Au...	Remy.	Ben..	Wil..	6-100	Oakland.....6
4	2.00x2.44	2.12x2.19	Pr Cs..	Ge..	No...	Pu...	Cent..	Har..	Ri C..	3	PS...	No...	Car...	1⅛	None..	None..	Vac...	Delco.	B..	Au...	Delco.	Ben..	Wil..	6-80	Oldsmobile.....Six
1	1.62x1.75	1.62x2.50	Spl...	No..	No...	TS...	None..	Own..	Ri C..	.....	PS...	No...	Til...	1	None..	None..	Vac...	A-L..	B..	Ha...	A-L..	Ben..	USL..	6-84	Overland.....91
1	1.87x1.81	1.87x2.18	Pr Cs..	Ge..	No...	Pu...	Cent..	Own..	Ri C..	.....	PS...	No...	Til...	1	None..	None..	Vac...	A-L..	B..	SA...	A-L..	Ben..	USL..	6-84	Overland.....93

Lyc—Lycoming
Lyn—Lynite
m—Metal
M—Magneto
Mag—Magnetic
Mar—Marvel
McC—McCord
Mod—Modine
MOR—Morse
Nat—National
N-E—North-East
Nic—Nickel
NS—Nickel Steel

O&D—Owne Dyneto
Opt—Optional
Pre—Pressure
Pre—Prestolite
Pis—Piston
Pou—Poured
PrCs—Pressure to all crankshaft and connecting rod bearings, splash to other parts.
Pro—Protectometer
PS—Pressed Steel
PT—Plain tube
Pu—Pump

RA—Rear Axle
RAM—Ramsey
Ray—Rayfield
R-D—Rochester-Duesenberg.
RiC—Ribbon Cellular
S—Sleeve Type
SA—Semi-Automatic
SB—Spiral Bevel (Final Drive)
SB—Sheet Brass (Radiator)
SC—Sheet Copper
Sch—Schebler
Sep—Separate
SG—Sliding Gear

Sil—Silchrome Steel
Sp, Spec } Special
Spl—Splash
SpPr—Pressure to main crankshaft bearings only, splash to connecting rods and other parts.
Ste—Stewart
SS—Semi Steel
Str—Stromberg
T—Valves opposite
Til—Tillotson

TS—Thermo-Siphon
Tun—Tungsten
Uni—United
US—U. S. Cartridge
V—Vertical
Vac—Vacuum
Var—Variable
Ves—Vesta
Wag—Wagner
Wes—Westinghouse
Wil—Willard
Wisc—Wisconsin
Zen—Zenith

American Passenger Car

For Detailed Chassis Specifications see pages 266-267-268-269

MAKE AND MODEL	ENGINE																													
			Rating							Crankcase			Valves		Front End Drive		Pistons					Piston Pins		Connecting Rods				Crank		
											Materials																			Crankpin
	Make and Model	No. of Cyls. Bore and Stroke (In.)	Horse Power (N.A.C.C.)	Piston Displacement (Cu. In.)	Compression Ratio	Max. Brake H.P. at Specified R.P.M.	Type	Point Suspension	Cylinder Head Type and No. Cast in One Piece	Integral With Cylinders	Upper Half	Lower Half	Arrangement	Head Material	Type	Make of Chain or Location of Non-Metalic Gear	Material	Length (In.)	Weight (Compl. Oz.)	Distance from Pin Center to Top of Head	No. Rings and No. Above Pin	Diameter and Length (In.)	Bearing In	Material	Center to Center Length (In.)	Weight (Compl. Oz.)	Bearings Poured or Separate?	Offset?	Counterbalances Used?	Diameter and Length (In.)
Packard.........6	Own.....6	6-3½x5	29.40	288.5	4.5	62-2800	V.	3	D-6.	Sep.	Al..	Al..	L.	Tun	Ch..	MOR	CI..	3.37	26	1.87	3-3	.87x3.12	Flo.	Car.	10.00	37	....	No..	Yes.	2.12x1.5
Packard.........8	Own.....8	8-3⅜x5	36.45	357.8	4.5	84-3000	V.	4	D-8.	Sep.	Al..	Al..	L.	Tun	Ch..	MOR	CI..	3.37	26	1.87	3-3	.87x2.92	Flo.	Car.	10.00	37	....	No..	Yes.	2.12x1.5
Paige.........24-26	Own..24-26	6-3¼x5	25.35	248.8	....	63-2800	V.	3	D-6.	Int..	Ir...	Ir...	L.	CI..	Ch..	L-B..	CI..	3.69	27	....	3-2	1.00x2.81	....	Car.	10.50	49	Pou.	No..	Yes.	2.37x1.
Peerless.......8-69	Own....67	8-3¼x5	33.80	331.8	....	70-2700	X	3	D-4.	Sep.	Al..	Al..	L.	Sil..	Ch..	......	CI..	3.25	22	1.59	3-2	.87x3.00	Pis..	ASt.	11.00	43	Sep.	No..	Yes.	2.12x3.0
Peerless.......6-72	Own....72	6-3½x5	29.40	288.5	....	70-2500	V.	3	D-6.	Sep.	Al..	Al..	L.	Sil..	Ch..	MOR	CI..	3.50	30.50	1.87	4-4	1.12x3.25	Pis..	Car.	10.00	38	Pou.	No..	Yes.	2.12x1.5
Peerless.......6-80	Cont...8U	6-3¼x4⅝	25.35	230.2	4.4	54-2600	V.	3	D-6.	Int..	Ir...	PS..	L.	Sil..	Ch..	MOR	CI..	3.75	28.00	2.31	3-3	1.00x2.81	Rod	Car.	9.00	37	Pou	No..	No..	2.12x1.
Pierce-Arrow....33	Own....33	6-4x5½	38.40	414.7	....	100-2600	V.	4	D-6.	Sep.	Al..	Al..	T.	Sil..	He..	None	CI..	5.50	....	3.25	3-3	1.06x3.51	Flo.	ASt.	11.00	.....	Sep.	No..	No..	2.25x1.
Pierce-Arrow....80	Own....80	6-3½x5	29.40	288.5	....	70-2600	V.	4	D-6.	Sep.	Al..	Al..	L.	Sil..	Ch..	L-B..	CI..	3.87	....	2.26	3-3	.87x3.12	Flo.	ASt.	10.50	.....	Sep.	No..	No..	2.00x1.5
Pontiac........Six	Own......	6-3¼x3¾	25.35	186.6	....	40-2400	..	..	D-6.	Int..	.....	.....	L.	....	Ch..	MOR	CI..	....	....	....	3-1	.06x	....	....	....	.....	....	....	....	2.00x
Reo............T6	Own....T6	6-3 3/16x5	24.30	239.3	4.8	50-2000	V.	4	D-6.	Int..	Ir...	Al..	F.	CI†.	He..	Cra..	Al..	4.00	22.50	2.25	3-2	.98x2.87	Rod	Car.	10.50	52	Pou.	No..	No..	2.25x1.
Revere..........25	Cont ..6-J	6-3¾x5	33.75	331.4	4.3	70-2400	V.	3	D-6.	Sep.	Al..	PS..	L.	ChN	He..	Idler.	CI..	4.50	46.2	....	3-3	1.12x3.37	Rod	Car.	11.00	74	Pou.	No..	No..	2.37x1.
Revere...........M	Own....M	4-4⅜x6	30.63	361.0	....	....	V.	3	D-4.	Int..	.....	.....	H	....	Ch..	......	Al..	....	....	....	3-2	1.25x	....	ASt.	12.00	.....	....	....	....	.....
Rickenbacker.....E	Own.....E	6-3¼x4¾	25.35	236.4	4.7	67-3000	V.	4	D-6.	Int..	Ir...	Ir...	L.	CI..	Ch..	MOR	CI..	4.06	32.00	1.81	4-3	1.00x2.81	Pis..	Car.	10.00	33	Pou.	No..	No..	2.00x1.
Rickenbacker...B-8	Own .. .B-	8-3¼x4¾	33.80	315.2	4.7	105-3000	V.	4	D-8.	Int..	CI..	Al..	L.	CI..	Ch..	MOR	CI..	4.06	32	1.81	4-3	1.00x2.81	Pis..	Car.	10.00	33	Pou.	No..	No..	2.00x1.
Roamer........6-50	Cont...7U	6-3⅛x4¼	23.44	195.5	4.5	49-2500	V.	3	D-6.	Int..	Cr..	PS..	L.	.Sil.	Ch..	MOR	CI..	3.25	27.0	1.93	3-3	.86x2.81	Rod	Car.	8.25	32.0	....	No..	No..	2.00x1.
Roamer........8-88	Lyc....3H	8-3 3/16x4½	32.52	287.2	4.5	63-3000	V.	3	D-8.	Sep.	Ir...	PS..	L.	Sil..	Ch..	L-B..	CI..	3.50	30.0	....	4-4	.87x2.87	Pis..	Car	9.00	42.0	....	No..	No..	2.12x1.
Roamer.......4-75E	R-D ..G-1	4-4¼x6	28.90	340.7	4.7	78-2400	V.	3	I-4..	Sep.	Al..	Al..	H	Tun	Ch..	MOR	Al..	4.75	43.5	....	3-1	.25x3.75	Pis..	Car.	12.00	64.0	....	1.75	Yes.	2.31x2.
Roamer.......6-54E	Cont...9N	6-3½x5¼	29.40	305.8	....	50-2000	..	3	I-6..	Sep.	Al..	PS..	L.	ASt.	He..	All..	CI..	4.50	43.0	....	3-1	.15x3.25	Rod	Dur	10.25	.....	Pou.	....	No..	2.37x1.
Rolls Royce...S. Gh	Own..40-50	6-4½x4¾	48.60	453.5	4.0	80-2000	V.	3	I-3..	Sep.	Al..	Al..	L.	Sil..	He..	None	Al..	5.10	48.0	....	6-6	1.00x4.25	Rod	ASt.	9.90	52.00	....	No..	No..	2.25x1.
Star...........4M	Cont.Spec.	4-3⅜x4¼	18.23	158.0	....	30-2200	V.	4	D-4.	Int..	Ir...	PS..	L.	NS.	Ch..	MOR	Sp..	4.00	....	1.94	3-3	.86x2.80	Rod	Car.	8.00	.....	Pou.	No..	No..	1.50x1.
Star...........6R	Cont.Spec.	6-2¾x4¾	18.15	169.2	....	40-2400	V.	4	D-6.	Int..	Ir...	PS..	L	....	Ch..	MOR	....	3.37	....	1.94	3-3	x2.32	Rod	Car.	8.00	.....	Pou.	No..	No..	2.00x1.
Stearns Knight....B	Own.....B	4-3¾x5⅝	22.50	248.5	4.5	63-2400	V.	3	D-4.	Sep.	CI..	PS..	S.	No..	Ch..	RAM	CI..	4.47	39.0	2.59	3-3	.98x3.37	....	Car.	12.37	58.00	Pou.	.31	Yes.	2.25x2.
Stearns Knight....C	Own.....C	6-3¼x5	25.35	248.8	4.6	55-2400	V.	3	D-6.	Sep.	CI..	PS..	S.	No..	Ch..	RAM	Al..	4.03	32.0	2.12	4-4	.98x2.87	Pis..	Car.	11.	53	Pou.	.25	No..	2.37x1.
Stearns Knight....S	Own.....S	6-3½x5	29.40	288.5	4.9	76-2400	V.	3	D-6.	Sep.	Al..	PS..	S.	No..	Ch..	RAM	Al..	4.31	39	2.50	4-4	.98x3.12	Pis..	ASt.	12.06	58	Pou.	.19	No..	2.50x2.
Stevens Duryea...G	Own.....G	6-4 7/16x5½	47.27	510.4	....	....	V.	4	I-2..	Sep.	Al..	Al..	L.	Tun	He..	Cam.	CI..	3.87	....	....	3-3	1.00x4.00	Rod	ASt.	11.62	67	....	No..	No..	2.00x2.
Studebaker Stand.6	Own...ER	6-3⅜x4½	27.34	241.4	4.5	50-2200	V.	3	D-6.	Int..	Ir...	PS..	L.	CI..	Ch..	L-B..	CI..	3.87	....	....	4-3	.87x	Pis..	ASt.	10.00	.....	Pou.	No..	No..	2.00x1.
Studebaker Spec...6	Own...EQ	6-3½x5	29.40	288.5	4.5	65-2400	V.	4	D-6.	Sep.	Ir...	PS..	L.	CI.	He..	None	CI..	4.68	....	....	4-3	1.00x	Pis..	ASt.	11.25	.....	Pou.	No..	No..	2.31x1.
Studebaker Big 6...	Own...EP	6-3⅞x5	36.04	353.8	4.5	75-2400	V.	4	D-6.	Sep.	Ir...	PS..	L.	CI..	He..	None	CI..	4.68	....	....	4-3	1.00x	Pis..	ASt.	11.25	.....	Pou	No..	No..	2.31x1.
Stutz..........AA	Own...AA	8-3 3/16x4½	32.52	287.3	4.8	92-3200	V.	3	D-8.	Int..	SS.	Al..	I.	Sil..	Ch..	L-B..	SS..	4.18	23.3	2.44	3-3	.87x3.17	Flo.	Dur.	9.25	30.50	Pou.	No..	No..	2.37x1.
Velie...........60	Own....52	6-3 3/16x4⅝	24.38	221.3	4.7	58-3000	V.	3	D-6.	Int..	Ir...	PS..	I.	Sil..	He..	Cam.	CI..	3.87	32.	2.12	4-3	.87x2.87	Rod	Car.	10.00	48.00	Pou.	No..	Yes.	2.25x1.
Willis St. Claire.C-68	Own .C-68	8-3¼x4	33.80	265.5	4.1	65-2700	X	4	I-4..	Sep.	Al..	Al..	I.	Sil..	He..	Idler.	CI..	3.67	27	1.84	3-2	.75x3.06	Rod	ASt.	8.00	24.00	Sep.	No..	Yes.	1.75x2.
Willis St. Claire.W-6	Own ..W-6	6-3¼x5½	25.35	273.7	4.0	66-3300	V.	4	D-6.	Int..	Ir...	Al..	I.	Sil..	He..	None	CI..	3.67	27	1.84	3-2	.75x3.06	Rod	Lyn	11.00	27.25	DC.	No..	No..	2.25x1.
Willys-Knight....66	Own....66	6-3¼x4¾	25.35	236.4	....	60-2800	V.	4	D-6.	Sep.	Al..	Al..	S.	Non	Ch..	L-B..	Al..	....	....	....	4-4	.87x	Pis..	Car.	11.50	.....	Pou.	No..	No..	2.12x1.
Willys-Knight....70	Own....70	6-2 15/16x4⅜	20.72	177.8	....	53-3100	V.	3	D-6.	Sep.	Al..	PS.	S.	Non	Ch..	L-B..	Al..	3.62	....	2.00	3-3	.75x2.69	....	Car.	10.00	.....	Pou.	....	....	2.00x1.

ABBREVIATIONS:

°—More than one kind of material used.
*—Forked End..
Anst—Ansted
ASt—Alloy Steel
Au—Automatic
A-Bos—American Bosch
A-K—Atwater-Kent
Al—Aluminum
A-L—Auto-Lite
ATC—Air Tube Cellular
B—Battery
Ben—Bendix
B&B—Ball & Ball
R-Bos—Robert Bosch
BZ—Bronze
CA—Cast Aluminum
Cam—Camshaft
Car—Carter (Carb.)
Car—Carbon (Valves)
Cent—Centrifugal
Ch, **Cha**—Chain
ChN—Chrome Nickel
CI—Cast Iron
Cle—Cleveland
Cont—Continental
Cra—Crankshaft
C-V—Chrome Vanadium Steel
D—Detachable
D.—Distillator
DC—Die cast
DeJ—De Jon
D—Detachable (Head)
Det—Detroit
DF—Distillator and Filter
Dyn—Dyneto
Dur—Duralumin
Ec—Eccentric
Eis—Eisemann
Exi—Exide
F—Valves in Head and Side
Fed—Fedders
Fi—Filter
FlPr—Full Pressure to all bearings including wrist pins
Flo—Floating
F&T—Fin and Tube
G&D—Gray & Davis
GS—German Silver
Ge—Gear
Gou—Gould
Ha—Hand
H&A—Hand and Automatic
Har—Harrison
He—Helical Gear
I—In Head (valves)
I—Integral (Head)
Int—Integral
Ir—Iron
Iner—Inertia
Jam—Jamestown
Joh—Johnson
L—Valves at side
L-B—Link Belt
L-N—Leece-Neville

Effect of Speed on Fuel and Oil Consumption

A STUDY of the effect of an increase in maximum speed on the fuel and oil consumption of motor omnibuses has been made by M. A. Banlier, chief engineer in charge of buses of the Societe des Transports en Commun of Paris. The buses to which the study related are those in the class of 9,900 to 17,600 lbs. weight, which the regulations permit to operate at maximum speeds of 15.6 and 22 m.p.h. on solid and pneumatic tires, respectively. The problem to be studied was whether this legally permitted speed increase of 6.4 m.p.h. offered any advantage to the operating company.

It was found first of all that speedy buses are of no advantage in congested districts with numerous stopping points. For instance, on the Passy-Bourse line there are parallel services of ordinary and express buses. The schedule time for the former is 32 and for the latter 24 minutes, but the actual time during the afternoon was 37 minutes for the former and 29 minutes for the latter, notwithstanding the fact that the ordinary bus had 30 schedule stops and the express bus only 6. The problem therefore relates really only to suburban services.

In order to study the influence of the average speed on the cost per bus-mile, the expenses must be divided into three classes:

1. Expenses independent of average speed, such as maintenance of the general office, taxes, pension fund, general garage expenses, etc.

2. Expenses varying inversely as the average speed, such as wages of operators, interest charges, etc.

3. Expenses varying directly as the speed, such as accidents, lubricant, fuel, maintenance cost.

The percentages of the total expenses coming under the different headings are 23.5, 36.9 respectively. A comparison of the two last figures seems to indicate that the influence of speed is practically nil from the cost point of view, but under the expenses of the second class there are entered the expenses due to the ro

Engine Specifications

For Detailed Body Specifications see pages 274-275-276

ENGINE																										COOLING SYSTEM									FUEL SYSTEM					ELECTRIC SYSTEM								MAKE AND MODEL
Crankshaft																				Oiling System			Water Circulation		Radiator							Carbureter			Air Cleaner		Ignition System			Generator and Starter		Battery		
Number	Main Bearing Front Diameter and Length (In.)	Main Bearing Front Type	Main Bearing Front Adjustable	Main Bearing Rear Diameter and Length (In.)	Main Bearing Rear Type	Main Bearing Rear Adjustable	Counterbalances Used?	Crankpin Diameter and Length (In.)	Crankpin Type	Crankpin Adjustable	Camshaft Bearings Number	Camshaft Bearings Type	Camshaft Drive	Valve Location	Valve Lifters Type	Valve Lifters Adjustable	Valve Springs Number	Pistons Material	Pistons Type	Type	Pump Type	Oil Cleaner Type	Type	Pump Type	Make	Core Type	Water Capacity (Gals.) Entire System	Shell Material	Thermostat	Make	Size (In.)	Type	Make	Fuel Feed	Make	Current Source	Spark Control	Make	Starter Engagement	Make	Voltage and Amp-Hours Capacity	
7	2.37x2.56			2.37x2.50	Fl Pr		Ge		Di																																						Packard 6
9	2.37x2.93			2.37x2.50	Fl Pr		Ge		Di																																						Packard 8
7	2.39x2.34			2.36x2.66	Fl Pr		Ge		No																																					Paige 24-26
3	2.25x2.80			2.25x3.64	Fl Pr		Ge		Fi																																					Peerless 8-69
7	2.37x2.56			2.37x2.87	Pr Cs		Ge		No																																					Peerless 6-72
7	2.37x1.78			2.37x2.37	Fl Pr		Ge		Fi																																					Peerless 6-80
7	2.25x2.75			2.25x3.25	Fl Pr		Ge		No																																					Pierce Arrow 33
7	2.37x2.37			2.37x2.75	Fl Pr		Ge		No																																					Pierce Arrow 80
3					Pr Cs				No																																					Pontiac Six
4	2.25x2.19			2.25x3.62	Sp Pr		Pi		No																																					Reo T6
4	2.37x2.34			2.37x3.06	Pr Cs		Ge		No																																					Revere 25
2					Pr Cs				No																																					Revere M
7	2.56x1.47			2.56x2.25	Pr Cs		Ge		Di																																					Rickenbacker E
9	2.56x1.47			2.56x2.25	Pr Cs		Ge		Di																																					Rickenbacker B-8
4	2.00x1.50			2.00x2.12	Pr Cs		Ge		No																																					Roamer 6-50
5	2.37x2.68			2.37x2.68	Pr Cs		Ge		No																																					Roamer 8-88
3	2.31x4.00			2.31x4.31	Pr Cs		Ge		No																																					Roamer 4-75E
3	2.37x2.75			2.28x3.15	Sp Pr		Pi		No																																					Roamer 6-54E
7	2.25x3.00			2.25x3.75	Fl Pr		Ge		Fi																																					Rolls Royce S. Gh
3	1.50x1.78			1.50x2.75	Fl Pr		Ge		No																																					Star 4M
4	2.12x1.37			2.12x1.56	Fl Pr		Ge		No																																					Star 6R
3	2.50x2.37			2.25x4.31	Pr Cs		Ge		No																																					Stearns Knight B
4	2.37x2.37			2.37x3.50	Pr Cs		Ge		No																																					Stearns Knight C
4	2.50x2.37			2.50x4.00	Pr Cs		Ge		No																																					Stearns Knight S
4	2.37x2.12			2.37x3.87	Sp Pr		Ge		No																																					Stevens Duryea G
4	1.94x2.97			2.12x2.81	Fl Pr		Ge		Fi																																					Studebaker Std. 6
4	2.47x2.50			2.56x3.06	Fl Pr		Ge		Fi																																					Studebaker Special
4	2.47x2.50			2.56x3.06	Fl Pr		Ge		Fi																																					Studebaker Big 6
9	2.50x3.53			2.50x2.62	Fl Pr		Ge		DF																																					Stutz AA
4	2.75x2.25			2.75x2.62	Fl Pr		Ge		No																																					Velie 60
3	1.75x2.25			1.75x3.50	Fl Pr		Ge		No																																					Wills St. Claire C68
7	2.50x1.50			2.50x2.81	Fl Pr		Ge		No																																					Wills St. Claire W-6
7	2.50x1.68			2.50x2.75	Pr Cs		Ge		Di																																					Willys Knight 66
7	2.25x2.00			2.25x2.50	Pr Cs		Ge																																							Willys Knight 70

Lyc—Lycoming
Lyn—Lynite
m—metal
M—Magneto
Mag—Magnetic
Mar—Marvel
McC—McCord
Mod—Modine
MOR—Morse
Nat—National
N-E—North-East
Nic—Nickel
NS—Nickel Steel
O&D—Owne Dyneto
Opt—Optional
Pre—Pressure
Pre—Prestolite
Pi, Pis—Piston
Pou—Poured
PrCs—Pressure to all crankshaft and connecting rod bearings, splash to other parts.
Pro—Protectometer
PS—Pressed Steel
PT—Plain tube
Pu—Pump
RA—Rear Axle
RAM—Ramsey
Ray—Rayfield
R-D—Rochester-Duesenberg.
RIC—Ribbon Cellular
S—Sleeve Type
SA—Semi-Automatic
SB—Spiral Bevel (Final Drive)
SB—Sheet Brass (Radiator)
SC—Sheet Copper
Sch—Schebler
Sep—Separate
SG—Sliding Gear
Sil—Silchrome Steel
Sp } —Special
Spec }
Spl—Splash
SpPr—Pressure to main crankshaft bearings only, splash to connecting rods and other parts.
Ste—Stewart
SS—Semi Steel
S-W—Sparks-Withington
Str—Stromberg
T—Valves opposite
Til—Tillotson
TS—Thermo-Siphon
Tun—Tungsten
Uni—United
US—U. S. Cartridge
V—Vertical
Vac—Vacuum
Var—Variable
Ves—Vesta
Wag—Wagner
Wes—Westinghouse
Wil—Willard
Wisc—Wisconsin
Zen—Zenith

personnel. This is not correct unless it is possible to make an extra trip as a result of the increased speed. On all city lines this is practically impossible, even if the buses are fitted with a more powerful engine, with pneumatic tires and with a specially geared rear axle.

Statistics covering the same periods of the years 1924 and 1925 showed that an increase in average speed of 3.2 per cent was accompanied by an increase in the number of accidents of 2.98 per cent, while the maintenance cost rose exactly 3.2 per cent.

As to the fuel and oil costs, the effect of an increase in speed on these is not so easily determined, and a series of bench tests, as well as a series of road tests, was therefore arranged. The road tests were divided into three series. The first tests were carried out with a 38-passenger ordinary bus; the second series with different buses on a city and suburban route with simulated stops, and the third series with an express bus on a comparatively unencumbered city route, with stops simulated.

The bench tests gave results tending to show that the fuel consumption increases substantially in the same proportion as the average speed increases (3 per cent).

The first series of road tests showed that for a small increase in the average speed the increase in fuel consumption was considerable. Thus an increase in speed of 5.2 per cent entailed an increase in fuel consumption of 36.7 per cent.

The second series of tests were made on the route Paris-Versailles and back (42 stops), with an ordinary bus, a Renault express bus and a Somia express bus. It showed that a bus with a maximum speed higher than 15.6 m.p.h permits of only an insignificant gain in time on lines with frequent stops. The fuel consumption is out of proportion with the commercial speed attained.

Finally, the third series was carried out over a route with little traffic (a boulevard outside the fortifications) with 10 second stops every 1500 ft. The bus used was of the express type and its governor was adjusted so as to give, successively, 15.6, 18.8 and 22 m.p.h. bus speed. In this case again the fuel consumption increased more rapidly than the average bus speed.

Similar results were arrived at with regard to oil consumption.

Body and Equipment Specifications of 1925 Cars

NOTE: The body models listed below represent the lowest priced 4–5 passenger open and closed bodies fitted on each chassis

MAKE & MODEL OF CHASSIS	GENERAL					BODY							EQUIPMENT									
							Covering Materials															
	Body Model	Price $	Wheelbase (Ins.)	Tire Size (Ins.)	Weight of Complete Car (Lbs.)	Number of Doors	Body Framework Material	Body Panels	Rear and Quarter Sections	Upholstery	Top	Type of Finish	Type of Windshield	Type of Wheels	Snubbers or Shock Absorbers Fitted?	Bumpers	Trunk Rack	Windshield Wiper	Car Heater	Cowl Ventilator	Motometer	Dash Gas. Gage	Cigar Lighter	Locks Fitted
Ajax	Touring	865	108	30x4.75	2210	4	Wood	Steel	Steel	Leather	Im Lea.	Pyrox	1	D.	No.	No.	No.	Yes	No.	Yes	No.	No.	No.	G.
	Sedan	995	108	30x4.75	2410	4	M & W.	Steel	Steel	Mohair	Special.	Pyrox	1	D.	No.	No.	No.	Yes	No.	Yes	No.	No.	No.	D, G.
Appersen	Phaeton	1575	120	33x6.00	3100	4	Wood	Steel	Steel	Leather	R C F.	Optional	1	D.	Yes	No.	No.	Yes	No.	Yes	Yes	Yes	No.	I.
	Coupe	2050	120	33x6.00	3145	2	Wood	St & F.	St & F.	Leather	Fabric.	Optional	1	D.	Yes	Yes	No.	Yes	No.	Yes	Yes	Yes	No.	D, I.
Apperson	Phaeton	1995	130	33x6.20	3520	4	Wood	Steel	Steel	Leather	Fabric.	Optional	1	D.	Yes	Yes	Yes	Yes	No.	Yes	Yes	Yes	No.	I.
	Coupe	2450	130	33x6.20	3750	2	Wood	St & F.	St & F.	Leather	Fabric.	Optional	1	D.	Yes	Yes	No.	Yes	No.	Yes	Yes	Yes	No.	D, I.
Auburn	Touring	1145	120	30x5.25	††	4	Wood	Steel	Steel	Leather	R C F.	Pyrox	2	A.	No.	No.	No.	Yes	No.	Yes	No.	No.	No.	††
	Sedan	1195	120	30x5.25	††	4	Wood	Steel	Steel	Velour	R C F.	Pyrox	1	A.	Yes	No.	No.	Yes	No.	Yes	Yes	No.	No.	††
Auburn	Touring	1395	121	30x5.25	2860	4	Wood	Steel	Steel	Leather	R C F.	Pyrox	2	A.	Yes	No.	No.	Yes	No.	Yes	Yes	Yes	No.	G.
	Brougham	1495	121	30x5.25	3020	4	Wood	Steel	Steel	Velour	R C F.	Pyrox	2	A.	Yes	No.	Yes	Yes	No.	Yes	Yes	Yes	No.	D, G.
Auburn	Touring	1695	129	30x5.77	3180	4	Wood	Steel	Steel	Leather	R C F.	Pyrox	2	A.	Yes	No.	No.	Yes	No.	Yes	Yes	Yes	No.	G.
	Brougham	1795	129	30x5.77	3380	4	Wood	Steel	Steel	Leather	R C F.	Pyrox	2	A.	Yes	No.	Yes	Yes	No.	Yes	Yes	Yes	No.	D, G.
Buick Standard	Touring	1150	114⅜	31x5.25	2955	4	Wood	Steel	Steel	Leather	R C F.	Pyrox	2	A.	No.	No.	No.	Yes	No.	Yes	No.	No.	No.	G.
	Sedan	1195	114⅜	31x5.25	3155	2	Wood	Steel	Steel	Plush	R C F.	Pyrox	1	A.	No.	No.	No.	Yes	No.	No.	No.	No.	No.	D, G.
Buick Master	Touring	1295	120	33x6.00	3515	4	Wood	Steel	Steel	Leather	R C F.	Pyrox	2	A.	No.	No.	No.	Yes	No.	Yes	No.	No.	No.	G.
	Sedan	1395	120	33x6.00	3670	2	Wood	Steel	Steel	Velour	R C F.	Pyrox	1	A.	No.	No.	No.	Yes	No.	No.	No.	No.	No.	D, G.
Buick Master	Sp. Touring	1525	128	33x6.00	3635	4	Wood	Steel	Steel	Leather	Special.	Pyrox	2	A.	Yes	No.	Yes	Yes	No.	Yes	Yes	Yes	Yes	G.
	Coupe	1795	128	33x6.00	3855	2	Wood	Steel	Steel	Velour	R C F.	Pyrox	1	A.	Yes	No.	No.	Yes	Yes	No.	Yes	Yes	No.	D, G.
Cadillac Std. Line	Brougham	2995	132	33x6.75	4110	2	M & W.	Steel	Steel	Mohair	Im Lea.	Pyrox	1	A.	Yes	No.	Yes	Yes	No.	No.	No.	Yes	Yes	D, G, I, T.
Cadillac Custom-built	Phaeton	3250	138	33x6.75	4100	4	M & W.	Steel	Steel	Leather	Leather	Pyrox	1	A.	Yes	Yes	Yes	Yes	No.	Yes	Yes	Yes	Yes	G, I, T.
	Coupe	4000	138	33x6.75	4300	2	M & W.	Steel	Steel	Mohair	Im Lea.	Pyrox	1	A.	Yes	Yes	Yes	Yes	No.	No.	Yes	Yes	Yes	D, G, I, T.
Case JIC	Touring	1885	122	32x6.20	3290	4	M & W.	Steel	Steel	Leather	R C F.	Pyrox	2	A.	Yes	No.	No.	No.	No.	Yes	Yes	No.	No.	G, I.
	Brougham	2590	122	32x6.00	3650	4	M & W.	Steel	Steel	Optional	R C F.	Pyrox	2	A.	Yes	No.	No.	No.	No.	Yes	Yes	No.	No.	D, G, I.
Chandler 35	Sp. Touring	1495	123	33x6.00	3085	4	M & W.	Steel	Steel	Leather	R C F.	Pyrox	1	A.	No.	Yes	No.	Yes	No.	Yes	Yes	No.	No.	G, I.
	20th Cen. Sed	1590	123	33x6.00	3498	4	M & W.	Steel	Steel	Broad	R C F.	Pyrox	1	A.	††	††	††	††	††	††	††	††	††	D, G.
Chevrolet Superior K	Touring	510	103	30x3½	1875	4	††	††	††	††	††	Pyrox	††	A.	No.	No.	No.	No.	No.	No.	No.	No.	No.	I.
	Coach	645	103	30x3½	2130	2	††	††	††	††	††	Pyrox	††	A.	No.	No.	No.	Yes	No.	Yes	No.	No.	No.	D, I.
Chrysler 58	Touring	845	109	30x5.25	2300	4	Wood	Steel	Steel	Leather	R C F.	Pyrox	2	A.	No.	No.	No.	Yes	No.	No.	No.	No.	No.	G.
	Coach	935	109	30x5.25	2510	2	Wood	Steel	Steel	Velour	R C F.	Pyrox	1	A.	No.	No.	No.	Yes	No.	Yes	Yes	No.	No.	D, G.
Chrysler 70	Phaeton	1395	112¾	30x5.77	2785	4	††	††	††	Leather		Varnish	††	A.	No.	No.	No.	Yes	No.	No.	No.	Yes	No.	G.
	Coach	1445	112¾	30x5.77	2895	2	††	††	††	Broad	††	Pyrox	††	A.	No.	No.	No.	Yes	No.	Yes	No.	Yes	No.	D, G.
Chrysler 80	Phaeton	2645	120	32x6.20	3775	4	M & W.	Steel	Steel	Leather	R C F.	Pyrox	1	A.	Yes	Yes	No.	Yes	No.	No.	No.	No.	Yes	G.
	Sedan	3395	120	32x6.20	4105	4	M & W.	Steel	Steel	Broad	††	Pyrox	1	A.	Yes	Yes	No.	Yes	Yes	No.	No.	No.	Yes	D, G.
Cleveland 31	Touring	945	108½	30x4.75	2415	4	Wood	Steel	Steel	Leather	PyFa	Pyrox	2	A.	No.	No.	No.	No.	No.	Yes	No.	No.	No.	I.
	Sedan	1090	108½	30x4.75	2695	4	Wood	Steel	Steel	Fabric	PyFa	Pyrox	1	A.	No.	No.	No.	Yes	No.	No.	No.	No.	No.	D, I.
Cleveland 43	Touring	1145	115	31x5.25	2800	4	Wood	Steel	Steel	Leather	PyFa	Pyrox	2	A.	No.	No.	No.	No.	No.	Yes	No.	No.	No.	I.
	Sedan	1345	115	31x5.25	3145	4	Wood	Steel	Steel	Fabric	PyFa	Pyrox	1	A.	No.	No.	No.	Yes	No.	No.	No.	No.	No.	D, I.
Cunningham V6	Sp. Touring	6150	132	33x6.75	4500	4	Wood	Alum	Alum	Leather	Opt	Varnish	1–2	O.	Yes	Yes	Yes	Yes	No.	Yes	Yes	Yes	No.	I, T.
	Coupe	7600	132	33x6.75	4700	2	Wood	Alum	Optional.	Optional.	Leather	Varnish	1–2	O.	Yes	Yes	Yes	Yes	No.	Yes	Yes	Yes	No.	D, I, T.
Dagmar 6-60	Roadster	1985	120	32x6.20	3100	2	M & W.	Steel	Steel	Leather	PyFa	Varnish	1	D.	††	††	††	††	††	† †	††	††	††	I.
	Sedan	2445	120	32x6.20	3500	4	M & W.	Steel	Steel	Broad	PyFa	Varnish	2	D.	No.	No.	No.	Yes	No.	Yes	No.	No.	Yes	D, I.
Dagmar 6-70	Roadster	3500	138	33x5.00	3750	2	M & W.	Steel	Steel	Leather	PyFa	Varnish	1	D.	No.	No.	No.	Yes	No.	Yes	No.	No.	No.	I.
	Pet. Sedan	4500	138	33x5.00	4200	††	M & W.	Steel	Steel	Broad	PyFa	Varnish	2	D.	No.	No.	No.	Yes	No.	Yes	No.	No.	Yes	D, I.
Davis 92	Roadster	1495	115	30x5.77	2660	2	Wood	Steel	None	Leather	R C F.	Pyrox	1	D.	No.	Yes	No.	Yes	No.	Yes	Yes	Yes	No.	G.
	Sedan	1595	115	30x5.77	3000	4	Wood	Steel	Steel	Velour	Fabric.	Pyrox	1	D.	No.	No.	No.	Yes	No.	Yes	Yes	Yes	No.	D, G.
Davis 93	Sedan	1285	109	29x4.75	2635	4	Wood	Steel	Steel	Velour	Fabric.	Pyrox	1	D.	No.	Yes	No.	Yes	No.	Yes	No.	No.	No.	D, G.
Delling (Steam) 126	Touring	2895	132	32x6.20	4100	4	M & W.	Alum	Alum	Leather	PyFa	Pyrox	2	D.	No.	No.	No.	Yes	No.	Yes	No.	No.	No.	S, T.
	Sedan	3500	132	32x6.20	4350	4	M & W.	Alum	Alum	Plush	PyFa	Pyrox	2	D.	No.	No.	No.	Yes	No.	No.	No.	No.	Yes	S, T.
Diana Str. 8	Touring	1695	125½	32x6.00	3100	4	M & W.	Steel	Steel	Leather	R C F.	Pyrox	1	A.	Yes	No.	No.	No.	No.	Yes	Yes	Yes	No.	G.
	Sedan	1995	125½	32x6.00	3275	4	M & W.	Steel	Steel	Mohair	PyFa	Pyrox	1	A.	Yes	No.	No.	No.	No.	Yes	Yes	Yes	No.	D, G.
Dodge Brothers	Touring	795	116	30x5.77	2567	4	Metal	Steel	Steel	Leather	Im Lea.	Enamel	2	A.	No.	No.	No.	Yes	No.	No.	No.	No.	No.	G, I.
	B Sedan	895	116	30x5.77	2811	4	Metal	Steel	Steel	Leather	Im Lea.	Pyrox	2	A.	No.	No.	No.	Yes	No.	No.	No.	No.	No.	D, G, I.
Duesenberg Str. 8	Phaeton	6650	134	Opt.	3700	4	Wood	Alum	None	Leather	R C F.	Varnish		W.	Yes	Yes	No.	Yes	No.	Yes	Yes	Yes	No.	G, I, T.
	Sedan	O A.	134	Opt.	4115	4	Wood	Alum	Fabric	Broad	R C F.	Varnish	2	W.	Yes	Yes	No.	Yes	Yes	Yes	Yes	Yes	No.	D, G, I, T.
Dupont D	Touring	2600	124	32x6.20	3550	4	Wood	Alum	Alum	Leather	Fabric.	Varnish	2	A.	Yes	No.	No.	No.	No.	Yes	No.	No.	No.	I.
	Sedan	3400	124	32x6.20	3550	4	Wood	Alum	Alum	Broad	R C F.	Varnish	2	A.	Yes	No.	No.	No.	Yes	Yes	No.	No.	No.	D, I.
Durant A-22	Touring	730	109	30x5.25	2300	4	M & W.	Steel	Steel	Leather	Im Lea.	Varnish	2	D.	No.	No.	No.	Yes	No.	Yes	No.	No.	No.	G.
	Coupe	825	109	30x5.25	2450	2	††	††	††		††	Pyrox	††	D.	No.	No.	No.	Yes	Yes	Yes	No.	No.	No.	G.
Elcar 4-55	Phaeton	1095	116	30x5.25	2560	4	Wood	Steel	Steel	Leather	PyFa	Pyrox	1	A.	Yes	No.	No.	Yes	No.	Yes	Yes	Yes	No.	I.
	Coach	1195	116	30x5.25	2900	2	Wood	Steel	Steel	Worsted	PyFa	Pyrox	1	A.	Yes	No.	No.	Yes	Yes	No.	Yes	Yes	No.	D, I.
Elcar 6-65	Phaeton	1295	116	30x5.25	....	4	Wood	Steel	Steel	Leather	PyFa	Pyrox	1	A.	Yes	No.	No.	Yes	No.	No.	Yes	Yes	No.	I.
	Coach	1395	116	30x5.25	2779	2	Wood	Steel	Steel	Worsted	PyFa	Pyrox	1	A.	Yes	No.	No.	Yes	Yes	No.	Yes	Yes	No.	D, I.
Elcar 8-81	Roadster	2315	127	32x6.00	††	2	Wood	Steel	None	Leather	R C F.	Pyrox	1	A.	Yes	Yes	No.	Yes	No.	Yes	Yes	Yes	No.	G, I.
	Coupe	2095	127	32x6.00	††	2	Wood	Fabric	Fabric	Mo Ve	R C F.	Pyrox	1	A.	††	††	††	††	††	††	††	††	††	D, G, I.
Essex 6	Coach	*860	110½	30x4.95	2395	2	Wood	Steel	Steel	Special	R C F.	Varnish	1	A.	No.	No.	No.	No.	No.	Yes	Yes	No.	No.	D, G.
Flint 60	Touring	1285	115	30x5.77	2715	4	Wood	Steel	Steel	Leather	R C F.	Pyrox	2	A.	No.	No.	No.	Yes	No.	Yes	Yes	Yes	No.	G, I.
	Sedan	1525	115	30x5.77	2940	4	Wood	Steel	Steel	Mo Ve	Special.	Pyrox	1	A.	No.	Yes	No.	Yes	Yes	Yes	Yes	Yes	No.	D, G, I.
Flint 80	Touring	1595	120	32x6.20	3245	4	Wood	Steel	Steel	Leather	R C F.	Varnish	2	A.	No.	Yes	No.	Yes	No.	Yes	Yes	Yes	No.	G, I.
	Coupe	2045	120	32x6.20	3245	2	Wood	Steel	Steel	Broad	Special.	Varnish	1	A.	No.	Yes	No.	Yes	Yes	Yes	Yes	Yes	No.	D, G, I.
Flint Jr. 6	Coach	1085	110	30x5.25	....	4	M & W.	Steel	Steel	Worsted	R C F.	Pyrox	1	A.	No.	Yes	No.	Yes	Yes	Yes	No.	Yes	No.	D.
Ford T	Touring	310	100	30x3½	1607	4	Metal	Steel	Steel	Im Lea	R C F.	Varnish	2	A.	No.	No.	No.	Yes	No.	No.	No.	No.	No.	I.
	Tudor Sedan	520	100	30x3½	1961	2	Metal	Steel	Steel	Fabric	R C F.	Varnish	1	A.	No.	No.	No.	Yes	No.	Yes	No.	No.	No.	D, I.
Franklin 11A	Touring	2635	119	31x5.25	2845	4	M & W.	Alum	None	Leather	Fabric.	Pyrox	1	A.	Yes	Yes	No.	Yes	No.	No.	No.	No.	No.	G, T.
	Sedan	3090	119	31x5.25	3175	4	M & W.	Alum	Alum	Broad	PyFa	Pyrox	1	A.	Yes	Yes	No.	Yes	No.	Yes	No.	No.	No.	D, G, T.
Gardner 6A	Touring	1395	118	31x5.25	3150	4	M & W.	Steel	Steel	Leather	R C F.	Pyrox	1	A.	Yes	No.	No.	Yes	No.	Yes	Yes	Yes	No.	I, S.
	Brougham	1545	118	31x5.25	3440	4	M & W.	Steel	St & F.	Velvet	PyFa	Pyrox	1	A.	Yes	No.	No.	Yes	No.	Yes	Yes	Yes	No.	D, I, S.
Gardner 8A	Touring	1795	125	32x6.00	3520	4	M & W.	Steel	Steel	Leather	R C F.	Pyrox	1	D.	Yes	Yes	No.	Yes	No.	Yes	Yes	Yes	No.	I, S.
	Brougham	1895	125	32x6.00	3740	4	M & W.	Steel	St & F.	Velvet	PyFa	Pyrox	1	D.	Yes	No.	No.	Yes	No.	Yes	Yes	Yes	No.	D, I, S.
Gray S	Sedan	845	105	29x4.40	2055	4	M & W.	Steel	††	Velour	R C F.	Varnish	1	D.	No.	No.	No.	No.	No.	Yes	No.	No.	No.	D, G, I.
Hertz D1	Touring	....	114	30x5.77	3800	4	Wood	Steel	Steel	Leather	R C F.	Pyrox	1	D.	No.	No.	No.	No.	No.	Yes	No.	No.	No.	D, S.
	Sedan	.....	114	30x5.77	3800	4	Wood	Steel	Steel	Leather	R C F.	Pyrox	1	D.	No.	No.	No.	Yes	No.	Yes	No.	No.	No.	D, S.
Hudson Super Six	Coach	*1280	127⅜	33x6.00	3385	2	Wood	Steel	Steel	Special	R C F.	Varnish	1	A.	No.	No.	Yes	No.	No.	Yes	No.	No.	No.	D, G.
Hupmobile A	Touring	1325	114	30x5.25	2620	4	††	††	††	Leather	††	Pyrox	1	A.	Yes	No.	No.	Yes	No.	No.	No.	Yes	No.	G.
	Sedan	1385	114	30x5.25	2800	4	††	††	††	Corduroy	††	Pyrox	1	A.	Yes	No.	No.	Yes	No.	No.	No.	Yes	No.	D, G.
Hupmobile E-1	Touring	1945	118¼	33x6.00	3135	4	††	††	††	Leather	R C F.	Pyrox	1	A.	No.	Yes	No.	Yes	No.	No.	No.	No.	Yes	G, I.
	Coupe	2345	118¼	33x6.00	3295	2	††	††	††	††	††	Pyrox	1	D.	No.	Yes	No.	Yes	No.	No.	No.	Yes	No.	D, G, I.
Jewett New Day	Touring	1095	109	29x4.75	....	4	M & W.	Steel	Steel	Leather	R C F.	Pyrox	1	D.	No.	Yes	No.	Yes	No.	Yes	No.	No.	No.	I, S.
	Sedan	995	109	29x4.75	....	2	Metal	Steel	Steel	Worsted	R C F.	Pyrox	1	A.	No.	No.	No.	Yes	No.	Yes	No.	No.	No.	I, S.

ABBREVIATIONS:

*—Delivered Price, Detroit
††—Manufacturers did not supply information
A—Artillery
A & S—Aluminum and Steel
Broad—Broadcloth
Cust—Custom
D—Disc (wheels)
D—Door (lock)
EnPy—Enamel Pyroxylin
Im Lea—Fabric Leather
G—Gearset
I—Ignition
MoVe—Mohair-Velour
M & W—Metal and Wood
O—Optional
Opt—Optional
Pet—Petite
Pyrox—Pyroxylin Finish
Py-Fa—Pyroxylin Fabric
RCF—Rubber Coated Fabric
S—Steering Wheel
St & F—Steel and Fabric
T—Spare Tire
Va-Py—Varnish or Pyroxylin Finish Optional
W—Wire
Worsted—Worsted Fabric

Body and Equipment Specifications of 1925 Cars—Continued

MAKE & MODEL OF CHASSIS	GENERAL					BODY								EQUIPMENT										
								Covering Materials																
	Body Model	Price $	Wheelbase (Ins.)	Tire Size (Ins.)	Weight of Complete Car (Lbs.)	Number of Doors	Body Framework Material	Body Panels	Rear and Quarter Sections	Upholstery	Top	Type of Finish	Type of Windshield	Type of Wheels	Snubbers or Shock Absorbers Fitted?	Bumpers	Trunk Rack	Windshield Wiper	Car Heater	Cowl Ventilator	Motometer	Dash Gas. Gage	Cigar Lighter	Locks Fitted
Jordan	A Touring	2275	125½	32x6.20	3340	4	Wood	Steel	Steel	Leather	R C F.	Pyrox	2	A.	Yes	No.	No.	Yes	No.	Yes	Yes	Yes	No.	G.
	Brougham	2575	125½	32x6.20	3625	4	Wood	Steel	Steel	Special	R C F.	Pyrox	2	A.	Yes	No.	No.	Yes	No.	Yes	Yes	Yes	No.	D, G.
Jordan	J Playboy	1695	116	30x6.00	3000	2	Metal	Steel	Steel	Leather	R C F.	Pyrox	1	A.	Yes	No.	No.	Yes	No.	Yes	Yes	Yes	No.	G.
	Sedan	1845	116	30x6.00	3200	4	Metal	Steel	Steel	Mohair	R C F.	Pyrox	1	A.	Yes	No.	No.	Yes	No.	Yes	Yes	Yes	No.	G.
Kissel	55 Phaeton	1585	121	33x6.00	2980	4	††	††	††	Leather	††	Pyrox	††	A.	No.	No.	No.	Yes	No.	No.	No.	No.	No.	††
	Brougham	1695	121	33x6.00	††	2	††	††	††	Cloth	††	Pyrox	††	A.	No.	No.	No.	Yes	No.	No.	No.	No.	No.	††
Kissel	75 Phaeton	1985	126	33x6.00	††	4	††	††	††	Leather	††	Pyrox	††	A.	No.	No.	No.	Yes	No.	No.	No.	No.	No.	††
	Brougham	2095	126	33x6.00	††	2	††	††	††	Cloth	††	Pyrox	††	A.	No.	No.	No.	Yes	No.	No.	No.	No.	No.	††
Lexington	6-50 Std. Touring	1895	119	30x5.77	2950	4	M & W.	Steel	None	Leather		Pyrox	2	A.	No.	Yes	No.	Yes	No.	Yes	Yes	Yes	D, G, I.	
	Sedan	2245	119	30x5.77	3425	4	M & W.	H & S.	Steel	Plush	R C F.	Pyrox	2	A.	No.	Yes	No.	Yes	No.	Yes	Yes	Yes	D, G, I.	
Lincoln	8 Phaeton	4000	136	33x5	4565	4	Wood	Alum.	Alum.	Leather	Leather	Varnish.	2	A.	Yes	Yes	Yes	Yes	No.	Yes	No.	Yes	G, I, T.	
	Coupe	4600	136	33x5	4750	2	Wood	Alum.	Alum.	Mohair	Leather	Varnish.	1	A.	Yes	Yes	No.	Yes	No.	Yes	Yes	Yes	D, G, I, T.	
Locomobile	Jr. 8 Touring	1785	124	30x5.77	3000	4	Wood	Steel	Steel	Leather	Im Lea.	Varnish.	2	A.	Yes	Yes	No.	Yes	No.	Yes	Yes	No.	No.	G, I.
	Coupe	2265	124	30x5.77	3250	2	Wood	Steel	Steel	Broad	Special.	Pyrox	2	A.	Yes	Yes	No.	Yes	No.	Yes	Yes	No.	No.	D, G, I.
Locomobile	48 Sportif	7460	142	36x6.75	5280	4	Wood	Steel	None	Leather	Broad.	Varnish.	2	A.	Yes	Yes	Yes	Yes	No.	Yes	No.	No.	No.	I, T.
	Victoria	10050	142	36x6.75	5630	4	Wood	Steel	Steel	Optional	R F C.	Varnish.	2	A.	Yes	Yes	No.	Yes	No.	No.	No.	No.	No.	D, I, T.
Locomobile	90 Touring	5500	138	33x6.75	††	4	Wood	Steel	Steel	Leather	Im Lea.	Varnish.	2	A.	Yes	Yes	Yes	Yes	No.	Yes	Yes	No.	Yes	G, I, T.
	Coupe	6950	138	33x6.75	††	2	Wood	Steel	Steel	Broad	Leather	Varnish.	2	A.	Yes	Yes	No.	Yes	No.	Yes	Yes	No.	Yes	D, G, I, T.
Marmon	74 Phaeton	3295	136	32x6.20	3604	4	Wood	Alum.	Alum.	Leather	R C F.	Pyrox	2	A.	No.	No.	No.	Yes	No.	Yes	No.	Yes	Yes	G, I, T.
	Brougham	3295	136	32x6.20	3799	4	Wood	Steel	Steel	Broad	R C F.	Pyrox	1	A.	No.	No.	No.	Yes	No.	Yes	No.	Yes	Yes	D, G, I, T.
McFarlan	SV Touring	2650	127	33x6.20	3600	4	M & W.	Alum.	Alum.	Leather	R C F.	Varnish.	2	A.	Yes	Yes	No.	Yes	No.	Yes	Yes	Yes	No.	G, I.
	Sedan	3180	127	33x6.20	3850	4	M & W.	Alum.	Alum.	Optional	R C F.	Varnish.	2	A.	Yes	Yes	No.	Yes	No.	Yes	Yes	Yes	Yes	D, G, I.
McFarlan	TV Touring	5600	141¼	33x6.75	4600	4	M & W.	Alum.	Alum.	Leather	R C F.	Varnish.	2	O.	Yes	Yes	Yes	Yes	Yes	No.	Yes	No.	No.	I, T.
	Sedan	6720	141¼	33x6.75	5200	4	M & W.	Alum.	Alum.	Optional	R C F.	Varnish.	2	O.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	D, I, T.
McFarlan	Str. 8 Touring	2650	131	33x6.20	††	4	M & W.	Alum.	Alum.	Leather	R C F.	Varnish.	2	A.	Yes	Yes	No.	Yes	No.	Yes	Yes	No.	No.	I, T.
	Sedan	3180	131	33x6.20	††	4	M & W.	Alum.	Alum.	Optional	R C F.	Varnish.	2	A.	Yes	Yes	No.	Yes	No.	Yes	Yes	Yes	Yes	D, I, T.
Moon	London Touring	1985	128	32x6.20	3270	4	Wood	Steel	Steel	Leather	R C F.	Pyrox	2	D.	No.	No.	Yes	No.	No.	Yes	No.	No.	No.	G.
	Pet. Sedan	2540	128	32x6.20	3590	4	Wood	Steel	Fabric	Broad	PyFa.	Pyrox	2	D.	No.	No.	Yes	No.	Yes	Yes	No.	No.	No.	G.
Moon	Series A Touring	1195	113	30x5.25	2560	4	Wood	Steel	Steel	Leather	R C F.	Pyrox	2	D.	No.	No.	No.	No.	No.	Yes	No.	No.	No.	G.
	Coach	1295	113	30x5.25	2710	2	M & W.	Steel	Fabric	Corduroy.	PyFa.	Pyrox	1	D.	No.	No.	Yes	Yes	Yes	No.	Yes	No.	No.	D, G.
Nash	Advanced Touring	1340	121	33x6.20	3400	4	Wood	Steel	Steel	Leather		Pyrox	2	D.	No.	No.	No.	Yes	No.	Yes	No.	Yes	No.	G.
	Sedan	1425	121	33x6.20	3550	2	Wood	Steel	Steel	Worsted	PyFa.	Pyrox	1	D.	No.	No.	No.	Yes	No.	Yes	No.	Yes	No.	D, G.
Nash	Advanced Touring 7 p.	1490	127	33x6.20	3480	4	Wood	Steel	None	Leather	Im Lea.	Pyrox	1	D.	No.	No.	No.	Yes	No.	Yes	No.	Yes	No.	G.
	Coupe	1990	127	33x6.20	3750	4	Wood	Steel	Steel	Mohair	PyFa.	Pyrox	1	D.	No.	No.	Yes	Yes	Yes	No.	Yes	No.	No.	D, G.
Nash	Special Roadster	1115	112½	31x5.25	2870	2	Wood	Steel	None	Leather	Im Lea.	Pyrox	2	D.	No.	No.	No.	Yes	No.	Yes	No.	No.	No.	G.
	Sedan	1215	112½	31x5.25	3120	2	Wood	Steel	Steel	Worsted	PyFa.	Pyrox	1	D.	No.	No.	Yes	Yes	No.	Yes	No.	No.	No.	D, G.
Oakland	6 Touring	1025	113	30x5.25	2500	4	Wood	Steel	Steel	Leather	R C F.	Pyrox	1	A.	No.	No.	No.	Yes	No.	No.	No.	No.	No.	G.
	Coach	1095	113	30x5.25	2640	2	Wood	Steel	Steel	Corduroy	R C F.	Pyrox	1	A.	No.	No.	No.	Yes	No.	No.	No.	Yes	No.	D, G.
Oldsmobile	6 Touring	875	110½	30x4.95	2235	4	Wood	Steel	Steel	Leather	R C F.	Pyrox	2	A.	No.	No.	No.	Yes	No.	No.	No.	No.	No.	G, I.
	Coach	950	110½	30x4.95	2460	2	Wood	Steel	Steel	Plush	R C F.	Pyrox	1	A.	No.	No.	No.	Yes	No.	Yes	No.	No.	No.	D, G, I.
Overland	91 Touring	495	100	30x3½	1919	4	††	††	††	††	††	Enamel	††	A.	No.	No.	No.	No.	No.	No.	No.	No.	No.	I.
	Sedan	595	100	30x3½	2202	2	††	††	††	††	††	Pyrox	††	A.	No.	No.	No.	Yes	No.	Yes	No.	No.	No.	D, I.
Overland	93 Touring	895	112¾	29x4.95	....	4	††	††	††	††	††													I.
	Std. Sedan	895	112¾	29x4.95	2443	2	††	††	††	††	††	Pyrox	††	A.	No.	No.	No.	Yes	No.	Yes	No.	No.	No.	D, I.
Packard	6 Touring	2585	126	33x5.77	3653	4	Wood	A & S.	None	Leather	R C F.	Pyrox	2	D.	Yes	Yes	No.	Yes	No.	Yes	Yes	Yes	Yes	I, T.
	Sedan	2585	126	33x5.77	3937	4	Wood	A & S.	Steel	Broad	R C F.	Pyrox	2	D.	Yes	Yes	No.	Yes	No.	Yes	Yes	Yes	D, I, T.	
Packard	6 Touring 7 p.	2785	133	33x5.77	3793	4	Wood	A & S.	None	Leather	R C F.	Pyrox	2	D.	Yes	Yes	No.	Yes	No.	Yes	Yes	Yes	I, T.	
	Club Sedan	2725	133	33x5.77	....	4	Wood	A & S.	Steel	Broad	R C F.	Pyrox	2	D.	Yes	Yes	Yes	Yes	No.	Yes	Yes	Yes	D, I, T.	
Packard	8 Touring	3750	136	33x6.75	4090	4	Wood	A & S.	None	Leather	R C F.	Pyrox	2	D.	Yes	Yes	No.	Yes	No.	Yes	Yes	Yes	I, T.	
	Coupe	4650	136	33x6.75	4242	2	Wood	A & S.	Steel	Broad	R C F.	Pyrox	2	D.	Yes	Yes	Yes	Yes	No.	Yes	Yes	Yes	D, I.	
Packard	8 Touring 7 p.	3950	143	33x6.75	4199	4	Wood	A & S.	Steel	Leather	R C F.	Pyrox	2	D.	Yes	Yes	No.	Yes	No.	Yes	Yes	Yes	I, T.	
	Club Sedan	4890	143	33x6.75	....	4	Wood	A & S.	Steel	Broad	R C F.	Pyrox	2	D.	Yes	Yes	Yes	Yes	No.	Yes	Yes	Yes	D, I, T.	
Paige	24-26 Touring 7 p.	1995	125	32x6.00	....	4	Wood	Steel	Steel	Leather	R C F.	Pyrox	1	A.	Yes	No.	No.	Yes	Yes	Yes	Yes	No.	I, S.	
	Sedan 5 p.	1495	125	32x6.00	....	4	M & W.	Steel	Steel	Mohair	R C F.	Pyrox	1	A.	Yes	No.	Yes	Yes	No.	No.	Yes	Yes	No.	D, I, S.
Peerless	6-72 Phaeton	1895	126	36x6.00	3175	2	M & W.	Steel	Steel	Leather	R C F.	Pyrox	1	A.	Yes	No.	No.	Yes	No.	Yes	Yes	Yes	No.	G, I, T.
	Coupe	2295	126	33x6.00	3425	2	M & W.	Steel	Steel	Mohair	R C F.	Pyrox	1	A.	Yes	No.	Yes	Yes	No.	Yes	Yes	Yes	No.	D, G, I, T.
Peerless	6-80 Sedan	1495	116	32x6.00	2950	2	M & W.	Steel	Steel	Velour	R C F.	Pyrox	1	A.	Yes	No.	No.	Yes	No.	No.	No.	Yes	No.	D, G.
Peerless	8-69 Roadster	2995	133½	33x6.75	....	2	M & W.	Steel	Steel	Leather	R C F.	Pyrox	1	D.	Yes	No.	No.	Yes	No.	No.	Yes	Yes	No.	G, T.
	Sedan	3495	133½	33x6.75	....	2	M & W.	Steel	Steel	Mohair	R C F.	Pyrox	1	D.	Yes	No.	No.	Yes	No.	No.	Yes	Yes	No.	D, G, T.
Pierce Arrow	33 Touring	5250	138	33x5	4500	4	M & W.	Alum.	Alum.	Leather	Im Lea.	Varnish.	2	A.	Yes	Yes	No.	Yes	No.	Yes	No.	No.	No.	I, T.
	Sedan	6900	138	33x5	4800	4	M & W.	Alum.	Alum.	Optional	PyFa.	Varnish.	2	A.	Yes	Yes	No.	Yes	No.	Yes	No.	No.	No.	D, I, T.
Pierce Arrow	80 Phaeton	3095	130	32x5.77	3260	4	M & W.	Alum.	Alum.	Leather	Im Lea.	Varnish.	2	A.	Yes	Yes	No.	Yes	No.	Yes	No.	No.	No.	I, T.
	Coach	3150	130	32x5.77	3430	4	M & W.	Alum.	Alum.	Optional	PyFa.	Varnish.	1	A.	Yes	Yes	No.	Yes	No.	Yes	No.	No.	No.	D, I, T.
Pontiac	6 Coach	825	110	29x4.75	2335	2				Corduroy		Pyrox	1	A.	No.	No.	No.	Yes	No.	No.	No.	No.	No.	D, I.
Reo	T-6 Touring	1395	120	32x6.20	3182	4	M & W.	Steel	Steel	Leather	R C F.	Optional	2	D.	No.	No.	No.	Yes	No.	Yes	No.	No.	No.	G.
	Sedan	1565	120	32x6.20	3515	4	M & W.	Steel	Steel	Worsted	R C F.	Optional	1	D.	No.	No.	No.	Yes	No.	Yes	No.	No.	No.	D, G.
Revere	25 Touring	2750	131	32x6.20	4050	4	Wood	Alum.	Alum.	Leather	Opt.	Varnish.	2	A.	Yes	Yes	Yes	Yes	No.	Yes	Yes	No.	Yes	I, T.
	Sedan	3800	131	32x6.20	4300	4	Wood	Alum.	Alum.	Optional	Opt.	Varnish.	2	A.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No.	Yes	D, I, T.
Revere	M Touring	3200	131	32x4½	3970	4	Wood	Alum.	Alum.	Leather	Opt.	Varnish.	1–2	W	Yes	Yes	Yes	Yes	No.	Yes	No.	No.	No.	I.
	Sedan	4000	131	32x4½	4400	4	Wood	Alum.	Alum.	Optional	Opt.	Varnish.	2	W	Yes	Yes	Yes	Yes	Yes	Yes	No.	No.	No.	D, I.
Rickenbacker	E Phaeton	1750	117	31x5.25	2787	4	M & W.	Steel	Steel	Leather	Im Lea.	Pyrox	1	A.	No.	No.	No.	Yes	No.	No.	No.	No.	No.	I, S.
	Coupe Sedan	1695	117	31x5.25	3116	4	M & W.	Steel	Steel	Velour	Im Lea.	Pyrox	1	A.	No.	No.	No.	Yes	No.	No.	No.	No.	No.	I, S.
Rickenbacker	B-8 Phaeton	2150	121½	33x6.00	3326	4	M & W.	Steel	Steel	Leather	Im Lea.	Pyrox	1	A.	Yes	No.	No.	Yes	No.	No.	No.	No.	No.	I, S.
	Brougham	2295	121½	33x6.00	3585	4	M & W.	Steel	Steel	Mohair	Im Lea.	Pyrox	1	A.	Yes	No.	Yes	Yes	No.	No.	No.	No.	No.	I, S.
Roamer	4-75-E Tourer	2985	128	32x4½	††	4	Wood	Alum.	Alum.	Leather	R C F.	VaPy	2	O.	No.	No.	No.	Yes	No.	Yes	Yes	No.	No.	D, I, T.
Roamer	6-50 Touring	1295	115	31x5.25	††	4	Wood	Steel	Steel	Leather	R C F.	VaPy	2	O.	No.	No.	No.	Yes	No.	Yes	Yes	No.	No.	D, I, T.
	Coupe	1395	115	31x5.25	††	2	Wood	Steel	Steel	Velour	R C F.	VaPy	2	O.	No.	No.	No.	No.	No.	Yes	Yes	No.	No.	D, I, T.
	Tourer	1985	118	32x4½	††	4	Wood	Steel	Steel	Leather	Fabric.	VaPy	2	O.	No.	No.	No.	Yes	No.	Yes	Yes	No.	No.	I, T.
	Sedan	2950	118	32x4½	††	4	Wood	Steel	Steel	Cloth	Fabric.	VaPy	2	O.	No.	No.	No.	Yes	No.	Yes	Yes	No.	No.	I, T.
Roamer	8-88 Tourer	2495	138	32x6.00	††	4	Wood	Steel	Steel	Leather	††	VaPy	2	O.	No.	No.	No.	Yes	No.	Yes	Yes	No.	No.	I.
	Brougham	2895	138	32x6.20	††	4	Wood	Steel	Steel	Velour	††	VaPy	2	O.	No.	No.	No.	Yes	No.	Yes	Yes	No.	No.	I.
Stanley	252 Phaeton	2500	122	††	3400	4	††	††	††	††	††	Varnish.	††	A.	Yes	No.	Yes	Yes	No.	Yes	No.	No.	No.	T.
	Sedan	3300	122	††	3800	4	††	††	††	††	††	Varnish.	††	A.	Yes	No.	Yes	Yes	No.	Yes	No.	No.	No.	D, T.
Star	4 Touring	525	103	30x3.50	††	4	M & W.	Steel	Steel	Im Lea.	Im Lea.	Pyrox	††	A.	No.	No.	No.	Yes	No.	Yes	No.	No.	No.	I.
	Coach	695	103	30x3.50	††	2	M & W.	Steel	Steel	Worsted	Im Lea.	Pyrox	††	A.	No.	No.	No.	Yes	No.	Yes	No.	No.	No.	D, I.
Star	6 Touring	695	107	††	††	4	M & W.	Steel	Steel	Im Lea.	Im Lea.	Pyrox	2	A.	††	††	††	††	††	††	††	††	††	††
	Coach	880	107	††	††	2	M & W.	Steel	Steel	Velour	Im Lea.	Pyrox	1	A.	No.	No.	No.	Yes	No.	Yes	Yes	No.	No.	D, I.
Stearns Knight	B4 Touring	1595	119	33x6.00	3775	4	Wood	Steel	Fabric	Leather	R C F.	Varnish.	2	A.	No.	Yes	No.	Yes	No.	Yes	Yes	No.	No.	I, T.
	Coupe Rdstr.	1795	119	33x6.00	3550	1	Wood	Steel	Fabric	Mohair	R C F.	Varnish.	2	A.	No.	Yes	No.	Yes	No.	Yes	Yes	No.	No.	D, I, T.
Stearns Knight	C6 Touring	1875	121	33x6.00	3525	4	Wood	Steel	Fabric	Leather	R C F.	Varnish.	2	A.	No.	Yes	No.	Yes	No.	Yes	Yes	No.	No.	I.
	Coupe Rdstr.	2185	121	33x6.00	3550	2	Wood	Steel	Fabric	Mohair	R C F.	Varnish.	2	A.	No.	Yes	No.	No.	No.	Yes	Yes	No.	No.	D, I, T.

ABBREVIATIONS:

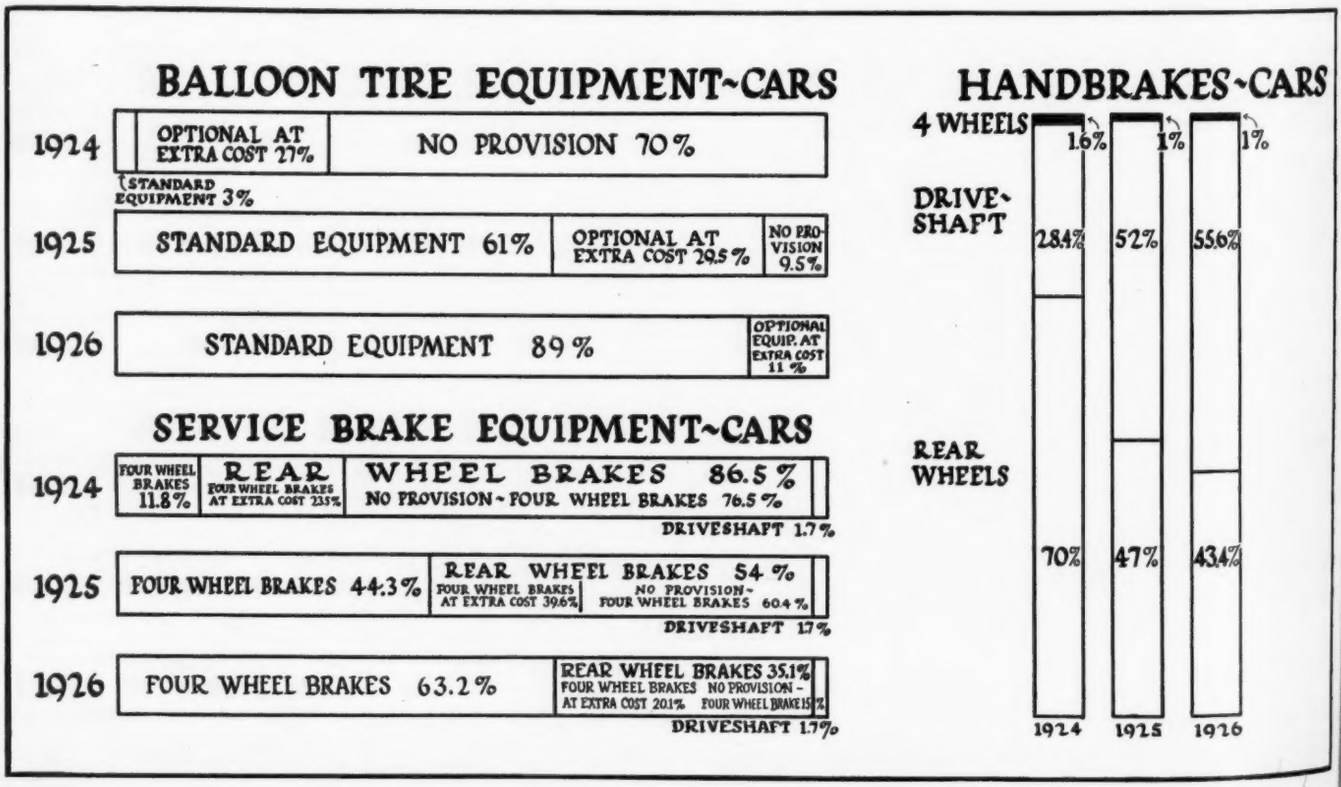
††—Manufacturers did not supply information.
A—Artillery
A & S—Aluminum and Steel
Alum—Aluminum
Broad—Broadcloth
Cust—Custom
D—Disc (wheels)
D—Door (lock)
EnPy—Enamel Pyroxylin
Im Lea—Fabric Leather
G—Gearset
I—Ignition
MoVe—Mohair Velour
M & W—Metal and Wood
O—Optional
Opt—Optional
Pet—Petite
Pyrox—Pyroxylin Finish
Py-Fa—Pyroxylin Fabric
RCF—Rubber Coated Fabric
S—Steering Wheel
St & F—Steel and Fabric
T—Spare Tire
Va-Py—Varnish or Pyroxylin Finish Optional
W—Wire
Worsted—Worsted Fabric

Body and Equipment Specifications of 1925 Cars—Continued

MAKE & MODEL OF CHASSIS	GENERAL					BODY							EQUIPMENT									
								Covering Meterials														
	Body Model	Price $	Wheelbase (Ins.)	Tire Size (Ins.)	Weight of Complete Car (Lbs.)	Number of Doors	Body Framework Material	Body Panels	Rear and Quarter Sections	Upholstery	Top	Type of Finish	Type of Windshield	Type of Wheels	Snubbers or Shock Absorbers Fitted?	Bumpers	Trunk Rack	Windshield Wiper	Car Heater	Cowl Ventilator	Metometer	Dash Gas. Gage	Cigar Lighter	Locks Fitted
Stearns Knight	Touring	2395	130	33x6.75	3775	4	Wood	Steel	Fabric	Leather	R C F.	Optional.	2	A.	No.	Yes	No.	Yes	No.	Yes	Yes	No.	No.	I, T.
	Sedan	2750	130	33x6.75	3950	4	Wood	Steel	Alum	Mohair	R C F.	Optional	2	A.	No.	Yes	No.	Yes	No.	Yes	Yes	No.	No.	D, I, T.
Stearns Duryea	Touring 7 p.	7500	138	33x5	5500	4	††	††	††	††	††	Varnish		A.	No.	Yes	No.	Yes	No.	Yes	Yes	No.	No.	I, T.
	Coupe	9000	138	33x5	5600	2	††	††	††	††	††	Varnish		A.	No.	Yes	No.	Yes	Yes	Yes	Yes	No.	Yes	D, I, T.
Studebaker Std. 6	Phaeton	1145	113	31x5.25	2870	4	Wood	Steel	Steel	Leather	PyFa.	Enamel	1	A.	No.	No.	No.	Yes	No.	Yes	No.	Yes	No.	I, S, T.
	Coach	1195	113	31x5.25	2980	2	Wood	Steel	Steel	Wool Cl'h	PyFa.	EnPy	1	A.	No.	No.	No.	Yes	No.	Yes	No.	Yes	No.	D, I, S, T.
Studebaker Special 6	Phaeton	1445	120	31x6.20	3495	4	Wood	Steel	Steel	Leather	PyFa.	Pyrox	1	A.	Yes	No.	No.	Yes	No.	Yes	No.	Yes	No.	D, I, S, T.
	Coach	1445	120	31x6.20	3520	2	Wood	Steel	Steel	Wool Cl'h	PyFa.	EnPy	1	A.	No.	No.	Yes	Yes	No.	Yes	No.	Yes	No.	D, I, S, T.
Studebaker Big 6	Spt. Phaeton	1575	120	32x6.20	3505	4	Wood	Steel	Steel	Leather	PyFa.	Enamel	1	A.	Yes	No.	No.	Yes	No.	Yes	No.	Yes	No.	I, S, T.
	Club Coupe	1650	120	32x6.20	3570	2	Wood	Steel	Steel	Mohair	PyFa.	EnPy	1	A.	Yes	No.	Yes	Yes	No.	Yes	No.	Yes	No.	D, I, S, T.
Studebaker Big 6	Phaeton 7 p.	1775	127	34x7.30	3785	4	Wood	Steel	Steel	Leather	PyFa.	Enamel	1	A.	Yes	No.	No.	Yes	No.	Yes	No.	Yes	No.	I, S, T.
	Coupe	2045	127	34x7.30	4030	2	Wood	Steel	Steel	Mohair	PyFa.	Pyrox	1	A.	Yes	No.	No.	Yes	No.	Yes	No.	Yes	No.	D, I, S, T.
Stutz AA	Speedster 4 p.	2995	131	32x6.20	††	4	M & W	Steel	Steel	Leather	R C F.	EnPy	1	A.	Yes	Yes	Yes	Yes	No.	Yes	Yes	Yes	Yes	G, T.
	Brougham	2995	131	32x6.20	††	4	M & W	Steel	Fabric	Broad	Art Lea	EnPy	1	A.	Yes	Yes	No.	Yes	No.	Yes	Yes	Yes	Yes	D, G, T.
Velie 60	Phaeton	1450	118	30x5.25	3025	4	M & W	Steel	None	Leather	R C F.	Varnish	2	A.	No.	Yes	Yes	Yes	No.	Yes	Yes	Yes	Yes	G.
	Brougham	1425	118	32x6.22	3005	2	M & W	Steel	Fabric	Velour	R C F.	Pyrox	1	A.	No.	No.	No.	Yes	No.	Yes	No.	No.	No.	D, G.
Wills St. Claire C68	Traveler	3300	127	32x6.20	3450	4	Wood	Steel	None	Leather	Fabric	Pyrox	1	D.	Yes	Yes	Yes	Yes	No.	Yes	No.	Yes	Yes	D, G, I, T.
	Sedan	4085	127	32x6.20	3520	4	Wood	Alum	Alum	Broad	R C F.	Pyrox	1	D.	Yes	No.	Yes	Yes	No.	Yes	No.	Yes	Yes	D, G, I, T.
Wills St. Claire W6	Traveler	2800	127	33x6.00	3550	4	Wood	Steel	Alum	Leather	Fabric	Pyrox	1	D.	Yes	Yes	Yes	Yes	No.	Yes	No.	Yes	Yes	G, T.
	Sedan	3185	127	33x6.00	3680	4	Wood	A & S	Alum	Worsted	R C F.	Pyrox	1	D.	Yes	Yes	Yes	Yes	No.	Yes	No.	Yes	Yes	D, G, T.
Wills St. Claire T-6	Traveler	3000	127	32x6.20	3500	4	Wood	Steel	Steel	Leather	Special	Pyrox	1	D.	Yes	Yes	Yes	Yes	No.	Yes	No.	Yes	Yes	G, I, T.
	Sedan	3650	127	32x6.20	3900	4	Wood	A & S	Alum	Broad	R C F.	Pyrox	1	D.	Yes	Yes	Yes	Yes	No.	Yes	No.	Yes	Yes	D, G, I, T.
Willys Knight 70	Touring	1295	113¼	30x5.25	....	4	Wood	Steel	None	Leather	.....	Pyrox	....	A.	Yes	No.	No.	Yes	No.	No.	No.	No.	No.	.....
	Sedan	1495	113¼	30x5.25	3050	4	Wood	Steel	Fabric	Velour	.....	Pyrox	....	A.	Yes	No.	No.	Yes	Yes	No.	No.	Yes	No.	.....
Willys Knight 66	Touring	1750	126	32x6.20	3395	4	Wood	Steel	None	Leather	R C F.	Varnish	1	A.	Yes	No.	No.	Yes	No.	Yes	No.	Yes	No.	G.
	Coupe Sedan	2095	126	32x6.20	3582	3	Wood	Steel	Fabric	Mohair	R C F.	Varnish	1	A.	Yes	No.	No.	Yes	Yes	Yes	No.	Yes	No.	D, G.

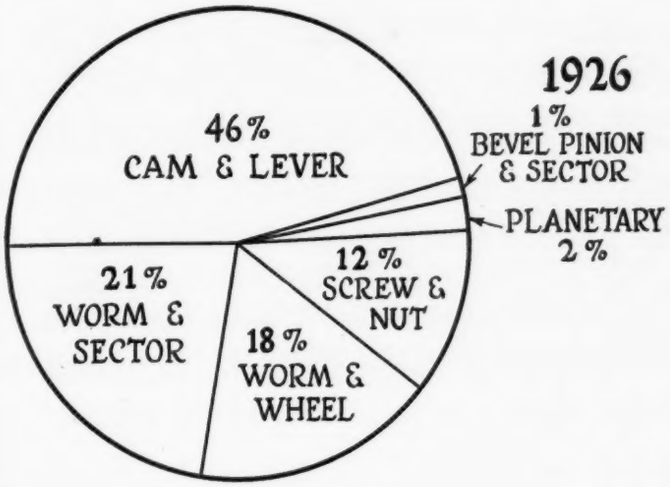
ABBREVIATIONS:
††—Manufacturers did not supply information.
A—Artillery
A & S—Aluminum and Steel
Alum—Aluminum
Broad—Broadcloth
Cust—Custom
D—Disc (wheels)
D—Door (lock)
EnPy—Enamel Pyroxylin
Im Lea—Fabric Leather
G—Gearset
I—Ignition
MoVe—Mohair Velour
M & W—Metal and Wood
O—Optional
Opt—Optional
Pet—Petite
Pyrox—Pyroxylin Finish
Py-Fa—Pyroxylin Fabric
RCF—Rubber Coated Fabric
S—Steering Wheel
St & F—Steel and Fabric
T—Spare Tire
Va-Py—Varnish or Pyroxylin Finish Optional
W—Wire
Worsted—Worsted Fabric

Design Trend Changes in Car Brakes and Tires

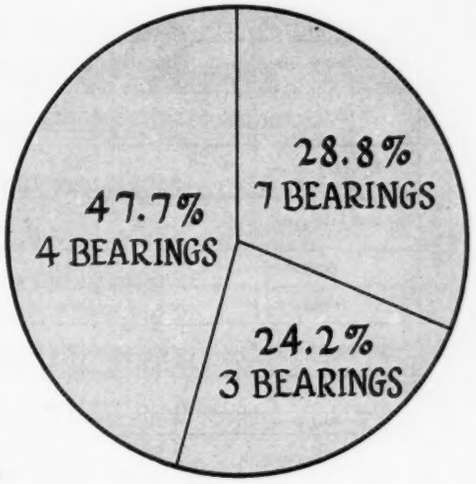


Changing Trends in Car Design

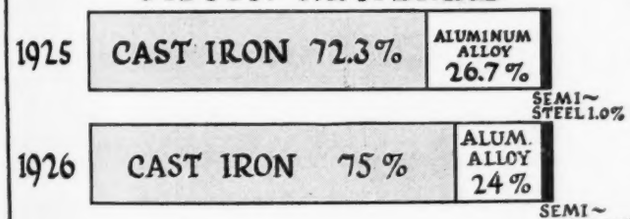
STEERING GEARS

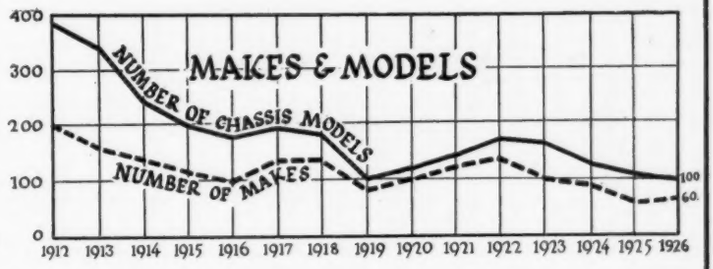


CRANKSHAFTS
6 ~ CYLINDER

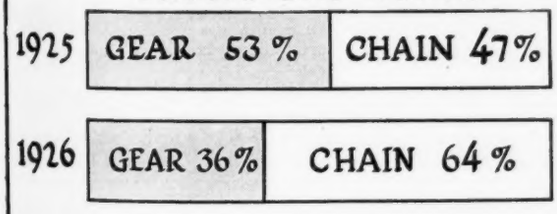


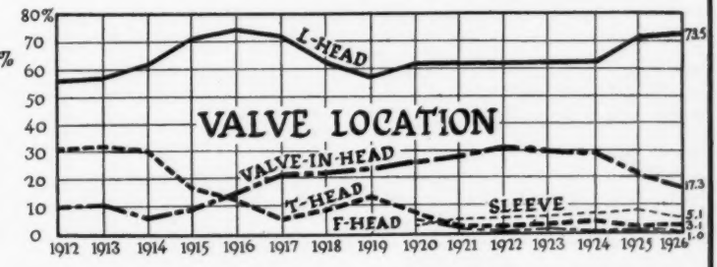
PISTON MATERIAL



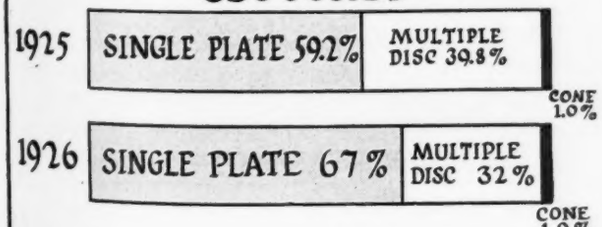


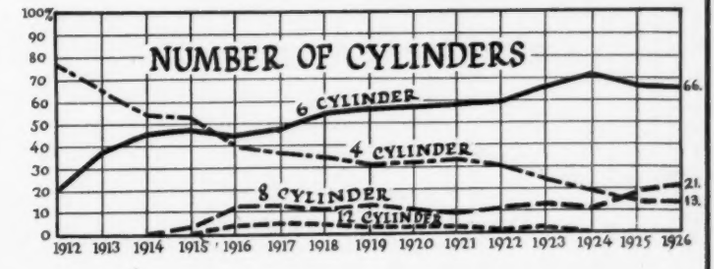
FRONT END DRIVE

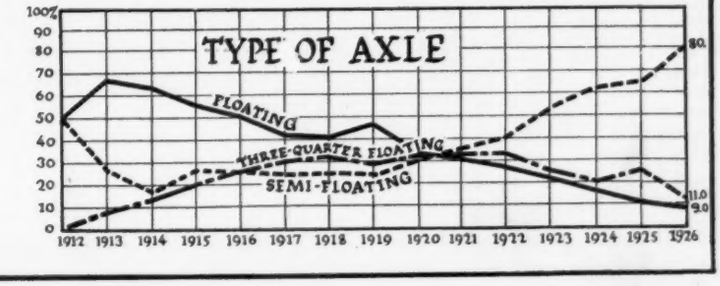




CLUTCHES







Continental Passenger Car Chassis Specifications

MAKE AND MODEL	Wheelbase (In.)	Tread (In.)	Tire Size (Millimeters)	ENGINE: No. of Cylinders Bore and Stroke (In.)	No. of Main Bearings	Cylinders: Head	Cylinders: Valve Arrangement	Cylinders: No. Cast in One Block	Cylinders: Cast with Upper Half of Crankcase	Piston Material	Camshaft: Location	Camshaft: Drive	Oiling System	Water Circulation	Fuel System: Carbureter Make	Fuel System: Intake Heated By	Fuel System: Fuel Feed	ELECTRICAL SYSTEM: Ignition System Make	Current Sources	Battery Voltage	Equipped with Electrical Starter	TRANSMISSION: Clutch Type	Gearset: Location	Gearset: No. of Forward Speed	Gearset: Position of Lever	Universal Joints Type	Rear Axle: Final Drive	Rear Axle: Gear Ratio	Rear Axle: Propulsion Taken By	Rear Axle: Torque Taken By	RUNNING GEAR: Springs: Front—Type	Springs: Rear—Type	Location	Operated Through	Steering Gear—Type	Chassis Lubrication	Wheels Standard Equipment
FRENCH																																						
Alba	118	49	765x105	4–2.75x5.11	2	Int	I	4	Sep	CI	CC	Heli	Pre	ThS	Zen		V	SEV	Mag	6	Yes	Co	Sep	4	R	Met	ST	4.2	Sp	Sp	½El	½El	R	Rod	WS	PG	Disk
Alba	112	49	760x90	4–2.55x5.11	2	Int	I	4	Sep	CI	CC	Heli	Pre	ThS	Zen		V	SEV	Mag	6	Yes	Co	Sep	3	R	Met	ST	4.5	Sp	Sp	½El	½El	R	Rod	WS	PG	Disk
Amilcar	91	43	700x80	4–2.16x3.74	2	Det	L	4	Int	Al	CC	Heli	Spl	ThS	Sol	Wat	G	Duc	Mag	6	Yes	MD	Eng	3	C	Fab	Sp	4.2	Sp	TT	¼El	¼El	FR	Rod	WS	PG	Wire
Amilcar	91	43	700x80	4–2.28x3.74	2	Det	L	4	Int	Al	CC	Heli	Spl	ThS	Sol	Wat	G	Duc	Mag	6	Yes	MD	Eng	3	C	Fab	Sp	4.5	Sp	TT	½El	Cant	FR	Rod	WS	PG	Wire
Amilcar	96	43	710x90	4–2.36x3.74	2	Det	L	4	Int	Al	CC	Heli	Pre	ThS	Sol	Wat	G	Duc	Mag	6	Yes	MD	Eng	3	C	Fab	Sp	4.2	Sp	TT	½El	Cant	FR	Rod	WS	PG	Wire
Amilcar	118	50	765x105	4–2.63x4.4	2	Det	L	4	Int	Al	CC	Heli	Pre	ThS	Sol	Wat	V	Duc	Mag	6	Yes	MD	Eng	4	R	Fab	Sp	4.2	Sp	TT	½El	Cant	FR	Rod	WS	PG	Wire
Ariès	99	40	650x65	4–2.36x3.34	2	Det	I	4	Int	CI	OH	Heli	Pu	ThS	Zen	None	G	SEV	Mag	6	Yes	MD	Sep	3	C	Fab	ST	5.1	Sp	Sp	¼El	¼El	R	Rod	WS	PG	Disk
Ariès	114	49	815x105	4–2.83x4.72	2	Det	I	4	Sep	CI	OH	Heli	Pu	ThS	Zen	None	G	SEV	Mag	6	Yes	MD	Sep	4	C	Fab	ST	4.5	Sp	Sp	½El	½El	FR	Rod	WS	PG	Disk
Ariès	125	54	880x120	4–3.34x5.51	3	Det	L	4	Sep	CI	CC	Heli	Pu	ThS	Zen	Wat	V	SEV	Mag	6	Yes	MD	Eng	4	R	Met	ST	3.5	Sp	TT	½El	½El	FR	Rod	WS	PG	Disk
A. S.	85	42	700x80	4–2.44x3.58	2	Det	I	4		Al	CC		Pre	ThS	Sol	Wat	G		Mag	6	Yes	Co	Eng	3	R	Fab	Sp		Sp	Sp	½El	½El	FR	Rod	WS	PG	Wire
Autran	132	56	880x120	4–3.34x5.11	3	Det	L	4	Sep	CI	CC	Heli	Pre	Pu	Zen	Exh	V	SEV	Mag	12	Yes	MD	Eng	4	R	Met	Sp	4	TT	TT	½El	Cant	R	Rod	WN	PG	Wire
Ballot	122	53	820x120	4–2.75x5.11	3	Det	I	4	Sep	Al	OH	Heli	Pu	Pu	Zen	Wat	V	Del	M&B	6	Yes	MD	Eng	4	R	Met	Sp	4	TT	TT	½El	½El	FR	Rod	WN	PG	Wire
Barré	114	49	760x90	4–2.63x4.72	2	Int	L	4	Sep	CI	CC	Chai	Pu	ThS	Sol	Wat	G	Del	Mag	6	Yes	MD	Eng	4	R	Met	Sp	4.28	Sp	TT	½El	Cant	TR	Rod	WS	GC	Wire
Barré	120	55	765x105	4–2.95x5.11	2	Int	L	4	Sep	CI	CC	Chai	Pre	ThS	Zen	Wat	G	Duc	Mag	12	Yes	Co	Sep	4	R	Met	Sp	4	Sp	TT	½El	Cant	TR	Rod	WS	GC	Wire
Barré	118	51	765x105	4–2.75x4.33	2	Det	I	4	Sep	Al	OH	Heli	Pre	ThS	Sol	Wat	G	Duc	Mag	6	Yes	MD	Eng	4	R	Met	Sp	4.28	Sp	TT	½El	½El	TR	Rod	WS	GC	Wire
Bedelia	104	40	650x65	2–3.14x3.93	2	Int	L	1	Sep	CI	CC	Spur	Spl	ThS	Zen	None	G	Gad	Mag		No			3	R	None	Be	3.5	Sp	RR	½El	Cant	TR	Cab	Bev	GC	Wire
Benjamin	83	34	650x65	2–2.91x2.91	2	Int	N	2	Sep	Al			Spl	Pu	Own	Wat	G	Mea	Mag		No	Co	Eng	2	C	None	ST	5.3		TT	½El	½El	R	Rod	WS	PG	Disk
Benjamin	90	43	700x80	2–2.75x2.91	2	Int	N	2	Sep	Al			Spl	ThS	Zen	Wat	G	Mea	Mag	12	Yes	SP	Eng	3	C	Fab	ST	4.9	Sp	TT	½El	½El	R	Rod	WS	PG	Disk
Benjamin	108	43	715x115	4–2.32x3.93	2	Det	I	4	Sep	Al	CC	Spur	Pu	ThS	Zen	Wat	G	Mea	Mag	12	Yes	SP	Eng	3	C	Fab	ST	4.8	Sp	TT	½El	½El	TR	Rod	WS	PG	Disk
Berliet	110	57	710x90	4–2.44x3.77	2	Det	I	4	Int	Al	CC	Heli	Pre	ThS	Zen	Wat	G	SEV	Mag	6	Yes	SP	Eng	4	C	Fab	Sp	6.2	Sp	Sp	½El	½El	FR	Cab	WS	PG	Disk
Berliet	120	56	765x105	4–3.14x5.11	3	Det	L	4	Sep	CI	CC	Heli	Pre	ThS	Sol	Wat	V	N-E	Mag	12	Yes	MD	Eng	3	C	Fab	Sp	3.8	Sp	TT	½El	Cant	TR	Rod	WW	PG	Wood
Berliet	124	56	820x120	4–3.14x5.11	3	Det	L	4	Sep	CI	CC	Heli	Pre	ThS	Sol	Wat	V	N-E	Mag	12	Yes	MD	Eng	4	C	Fab	Sp	4.5	Sp	TT	½El	Cant	TR	Rod	WW	PG	Wood
Berliet	130	56	820x120	4–3.14x5.11	3	Det	I	4	Sep	Al	CC	Heli	Pre	Pu	Sol	Wat	V	N-E	Mag	12	Yes	MD	Eng	4	C	Fab	Sp	4.5	Sp	TT	½El	½El	FR	Rod	WW	PG	Wood
Berliet	124	56	820x120	4–3.54x5.11	3	Det	L	4	Sep	CI	CC	Heli	Pre	Pu	Zen	Wat	V	N-E	Mag	12	Yes	MD	Eng	4	C	Fab	Sp	4.5	Sp	TT	½El	Cant	FR	Rod	WW	PG	Wood
Berliet	141	57	895x150	4–3.74x5.51	3	Det	I	4	Sep	Al	CC	Heli	Pre	Pu	Zen	Wat	V	N-E	Mag	12	Yes	MD	Eng	4	C	Fab	Sp	4.7	TT	TT	½El	½El	FTR	Rod	WW	PG	Wire
Bignan	109	40	710x90	4–2.51x3.70	2	Det	I	4	Int	Al	CC	Heli	Pre	ThS	Viel	Wat	G	Mar	Mag	12	Yes	SP	Eng	3	C	Met	Sp	5	Sp	Sp	½El	½El	R	Rod	WW	PG	Wire
Bignan	119	51	765x105	4–2.75x4.00	3	Det	I	4	Sep	Al	OH	Heli	Pre	Pu	Viel	Wat	V	Mar	Mag	12	Yes	SP	Eng	4	C	Met	Sp	5	Sp	Sp	½El	½El	FT	Rod	WW	PG	Wire
Bignan	119	51	820x120	4–2.95x4.40	3	Det	I	4	Sep	Al	OH	Heli	Pre	Pu	Viel	Wat	V	Mar	Mag	12	Yes	SP	Eng	4	C	Met	Sp	5	Sp	Sp	½El	½El	FT	Rod	WW	PG	Wire
B.N.C.	98	39	700x80	4–2.40x3.70	2	Det	I	4	Sep	Al	CC	Heli	Pre	ThS	Sol	Wat	G	SEV	Mag	6	Yes	SP	Eng	4	C	Fab	Sp	4.4	Sp	Sp	½El	Cant	FR	Rod	WS	PG	Wood
Bollée-Morris	118	51	765x105	4–2.83x4.72	3	Det	I	4	Sep	Al	CC	Chai	Pre	Pu	Zen	Wat	V	Duc	Mag	12	Yes	MD	Eng	4	C	Met	Sp	4.5	TT	TT	½El	½El	FR	Rod	WS	PG	Wood
Bollée-Morris	128	56	775x145	4–3.14x4.72	3	Det	I	4	Int	Al	CC	Heli	Pre	ThS	Zen	Wat	V	Duc	Mag	12	Yes	SP	Eng	4	C	Met	Sp	4.7	TT	TT	½El	½El	FR	Rod	WS	PG	Wood
Brasier	122	53	815x105	4–2.91x4.72	5	Det	I	4	Sep	CI	CC	Heli	Pu	Pu	Cos	Wat	V	Duc	M&B	12	Yes	MD	Eng	4	R	Met	Sp	4.5	TT	TT	½El	½El	FR	Cab	WS	PG	Wood
Brasier	125	55	820x120	4–2.91x4.72	5	Det	I	4	Sep	CI	CC	Heli	Pu	Pu	Cos	Wat	V	Duc	M&B	12	Yes	MD	Eng	4	R	Met	Sp	4.5	TT	TT	½El	½El	FR	Cab	WS	PG	Wood
Buc	112	51	735x135	4–2.75x4.00	2	Det	L	4	Sep	Al	CC	Heli	Pre	Pu	Sol	Wat	V	SEV	Mag	12	Yes	SP	Eng	4	C	Met	Sp	4.1	Sp	Sp	½El	½El	FR	Rod	WS	PG	Disk
Buc	98	49	765x105	6–2.40x3.34	7	Det	I	6	Sep	Al	OH	Bev	Pre	Pu	Sol	Wat	V	Sci	Mag		No	SP	Sep	4	R	Met	Sp	3.2	Sp	Sp	½El	½El	FR	Rod	WS	PG	Wire
Buchet	114	46	760x90	4–2.63x4.33	2	Det	I	4	Sep	CI	CC	Chai	Pu	ThS	Zen	Wat	V	Duc	Mag	12	Yes	MD	Eng	4	C	Met	Sp	4.1	Sp	Sp	½El	¼El	FR	Rod	WW	PG	Wire
Bugatti	100	43	710x90	4–2.71x3.93	3	Int	I	4	Sep	Al	OH	Heli	Pre	Pu	Zen	Exh	P	Opt	Mag	12	Yes	MD	Sep	4	R	Met	ST	3.4	Sp	TA	½El	¼El	FR	Rod	WW	GC	Wire
Bugatti	112	47	765x105	8–2.36x3.46	3	Int	I	4	Sep	Al	OH	Heli	Pu	Pu	Zen	Exh	P	Opt	Mag	12	Yes	MD	Sep	4	R	Met	ST	3.6	Sp	TA	½El	¼El	FR	Rod	WW	GC	Wire
Buire, La	117	51	765x105	4–2.75x4.72	3	Det	I	4	Sep	Al	CC	Chai	Pre	ThS	Zen	Wat	G	Duc	Mag	12	Yes	MD	Eng	4	C	Met	Sp	4.7	Sp	TT	½El	½El	FR	Rod	WW	PG	Wire
Buire, La	117	51	820x120	4–2.95x5.90	3	Det	I	4	Sep	Al	CC	Chai	Pre	Pu	Zen	Wat	V	Duc	Mag	12	Yes	Co	Eng	4	C	Met	Sp	4.7	Sp	TT	½El	Cant	FR	Rod	WW	PG	Wire
Charron	100	45	710x90	4–2.28x3.93	2	Int	L	4	Sep	CI	CC	Spur	Spl	ThS	Zen	Wat	G	Duc	Mag	6	Yes	Co	Sep	3	C	Met	ST	4.6	Sp	Sp	½El	½El	FR	Rod	WW	GC	Disk
Charron	134	57	820x120	4–2.75x4.72	3	Det	I	4	Int	Al	CC	Chai	Pre	ThS	Zen	Wat	V	Duc	Mag	6	Yes	SP	Eng	4	C	Met	Sp	4.1	TT	TT	½El	½El	FR	Rod	WS	PG	Disk
Charron	134	57	820x120	6–2.75x4.72	4	Det	I	6	Sep	Al	CC	Chai	Pre	ThS	Zen	Wat	V	Duc	Mag	6	Yes	SP	Eng	4	C	Met	Sp	4.1	TT	TT	½El	½El	FR	Rod	WS	PG	Disk
Chenard-Walcker	111	47	710x90	4–2.71x3.93	2	Int	L	4	Sep	Al	CC	Chai	Pre	ThS	Sol	Wat	G	Gau	Mag	12	Yes	MD	Eng	3	R	Fab	Sp		Sp	TT	½El	½El	R	Rod	WS	PG	Wire
Chenard-Walcker	111	52	765x105	4–2.75x5.11	2	Int	L	4	Sep	Al	CC	Chai	Pre	ThS	Sol	Wat	V	Gau	Mag	12	Yes	MD	Eng	4	R	Cab	Sp		Sp	TT	½El	½El	FR	Rod	WS	PG	Wire
Chenard-Walcker	121	55	880x120	4–3.14x5.90	2	Int	L	4	Sep	Al	CC	Chai	Pre	ThS	Sol	Wat	V	Gau	Mag	12	Yes	SP	Eng	4	C	Fab	Sp		Sp	TT	½El	½El	FT	Rod	WS	PG	Wire
Chenard-Walcker	131	55	880x120	4–3.14x5.90	3	Int	L	4	Sep	Al	OH	Chai	Pre	ThS	Sol	Wat	V	Gau	Mag	12	Yes	SP	Eng	4	C	Fab	Sp		Sp	TT	½El	½El	FT	Rod	WS	PG	Wire
Chenard-Walcker	117	53	820x120	4–2.71x5.11	2	Det	I	4	Sep	Al	OH	Spur	Pre	ThS	Sol	Wat	V	Gau	Mag	12	Yes	SP	Eng	4	R	Met	Sp		Sp	TT	½El	½El	FT	Rod	WS	PG	Wire
Chenard-Walcker	121	55	895x135	4–3.11x5.90	3	Det	I	4	Sep	Al	OH	Chai	Pre	ThS	Sol	Wat	V	Gau	Mag	12	Yes	SP	Eng	4	R	Met	Sp		Sp	TT	½El	½El	FT	Rod	WS	PG	Wire
Chenard-Walcker	146	57	935x135	8–2.71x5.11	3	Det	I	4	Sep	Al	OH	Bev	Pre	ThS	Sol	Wat	V	Gau	Mag	12	Yes	SP	Eng	4	C	Fab	Sp		Sp	TT	½El	½El	FT	Rod	WS	PG	Wire
Chenard, Louis	102	47	710x90	4–2.67x3.93	2	Det	L	4	Sep	Al	CC	Heli	Pre	ThS	Sol	Wat	G	Duc	Mag	6	Yes	Co	Eng	3	R	Fab	Sp	4.6	Sp	Sp	½El	½El	FR	Cab	WS	GC	Disk
Citroen	88	47	715x115	4–2.16x3.54	2	Det	L	4	Sep	Al	CC	Heli	Pu	ThS	Sol	Wat	G	Own	Mag	6	Yes	SP	Eng	3	C	Fab	HB	4.8	Sp	TT	½El	Db½ El	TR	Rod	WS	PG	Disk
Citroen	111	47	775x145	4–2.67x3.93	2	Det	L	4	Sep	CI	CC	Heli	Pre	ThS	Sol	Wat	G	Own	Mag	6	Yes	SP	Eng	3	C	Fab	HB	4.4	Sp	Sp	½El	Db½ El	FR	Cab	WS	PG	Disk
Classic	115	51	765x105	4–2.55x4.72	2	Det	L	4	Sep	CI	CC	Spur	Pu	ThS	Sol	Wat	G	Del	Bat	6	Yes	SP	Sep	3	C	Met	Sp	4.7	Sp	Sp	½El	½El	FR	Cab	WS	PG	Disk
Classic	115	51	765x105	4–2.95x4.72	2	Det	Sl	4	Sep	CI	CC	Chai	Pre	ThS	Sol	Wat	G	Del	Bat	6	Yes	SP	Sep	3	C	Met	Sp	4.7	Sp	Sp	½El	½El	FR	Cab	WS	PG	Disk
Corre La Licorne	106	51	710x90	4–2.55x4.12	2	Det	L	4	Sep	Al	CC	Spur	Pre	ThS	Sol	Wat	G	Duc	Mag	6	Yes	Co	Sep	4	R	Met	Sp	4.3	Sp	Sp	½El	½El	R	Rod	WS	PG	Disk
Corre La Licorne	114	51	760x90	4–2.63x4.72	2	Int	L	4	Sep	CI	CC	Chai	Pu	ThS	Sol	Wat	G	Duc	Mag	6	No	Co	Sep	3	R	Met	Sp	4.3	Sp	Sp	½El	½El	FR	Rod	WS	PG	Disk
Corre La Licorne	116	51	760x90	4–2.63x4.72	3	Det	L	4	Sep	Al	CC	Spur	Pre	ThS	Zen	Wat	G	Duc	Mag	12	Yes	Co	Sep	4	R	Met	Sp	5.7	Sp	Sp	½El	½El	FR	Rod	WS	PG	Disk
Corre La Licorne	116	51	765x105	4–3.14x4.12	3	Det	L	4	Sep	Al	CC	Spur	Pre	ThS	Sol	Wat	V	Duc	Mag	12	Yes	Co	Sep	4	R	Met	Sp	4.7	Sp	Sp	½El	½El	FR	Cab	WS	PG	Wire
Cottin & Desgouttes	126	55	820x120	4–3.14x5.11	5	Det	I	4	Sep	Al	CC	Chai	Pre	Pu	Zen	Wat	V		M&B	12	Yes	MD	Eng	4	C	Met	Sp	4.3	TT	TT	½El	½El	FR	Rod	WN	PG	Wire
Cottin & Desgouttes	136	55	895x135	6–3.14x5.11	7	Det	I	6	Sep	Al	CC	Chai	Pre	Pu	Zen	Wat	V		M&B	12	Yes	MD	Eng	4	C	Met	Sp	3.8	TT	TT	½El	½El	FR	Cab	WN	PG	Wire
Cottin & Desgouttes	145	57	895x135	6–3.14x5.11	7	Det	I	6	Sep	Al	CC	Chai	Pre	Pu	Zen	Wat	V		M&B	12	Yes	MD	Eng	4	C	Met	Sp	4.3	TT	TT	½El	½El	FR	Cab	WN	PG	Wire
De Dion Bouton	102	51	715x115	4–2.44x4.33	2	Det	L	4	Int	Al	CC	Spur	Pre	ThS	Sol	Exh	G	Vic	Mag	6	Yes	SP	Eng	4	R	Met	Sp	4.7	TT	TT	½El	Cant	FR	Rod	WS	PG	Disk
De Dion Bouton	117	51	760x90	4–2.75x4.72	2	Det	I	4	Sep	Al	CC	Chai	Pre	Pu	Zen	Wat	V	Vic	Mag	6	Yes	SP	Eng	4	R	Met	Sp	4	TT	TT	½El	Cant	FTR	Rod	WS	PG	Disk
De Dion Bouton	134	56	815x105	4–3.07x5.11	3	Det	I	4	Sep	Al	CC	Chai	Pre	Pu	Zen	Wat	V	Vic	Mag	6	Yes	SP	Eng	4	R	Met	Sp	4.2	TT	TT	½El	Cant	FTR	Rod	WS	PG	Disk
De Dion Bouton	141	58	895x135	4–3.74x5.51	3	Det	I	4	Sep	Al	CC	Chai	Pre	Pu	Zen	Wat	V	Vic	Mag	6	Yes	SP	Eng	4	R	Met	Sp	4.2	TT	TT	½El	Cant	FTR	Rod	WS	PG	Disk

De Dion Bouton	102	51	715x115	4-2.44x4.33	2	Det	L	4	Int	Al	CC	Spur	Pre	ThS	Sol	Exh	G	Vic	Mag	6	Yes	SP	Eng	4	R	Met	Sp	4.7	TT	TT	½El	Cant	FR	Rod	WS	PG	Disk
De Dion Bouton	117	51	760x90	4-2.75x4.72	2	Det	I	4	Sep	Al	CC	Chai	Pre	Pu	Zen	Wat	V	Vic	Mag	6	Yes	SP	Eng	4	R	Met	Sp	4	TT	TT	½El	Cant	FTR	Rod	WS	PG	Disk
De Dion Bouton	134	56	815x105	4-3.07x5.11	3	Det	I	4	Sep	Al	CC	Chai	Pre	Pu	Zen	Wat	V	Vic	Mag	6	Yes	SP	Eng	4	R	Met	Sp	4.2	TT	TT	½El	Cant	FTR	Rod	WS	PG	Disk
De Dion Bouton	141	58	895x135	4-3.74x5.51	3	Det	I	4	Sep	Al	CC	Chai	Pre	Pu	Zen	Wat	V	Vic	Mag	6	Yes	SP	Eng	4	R	Met	Sp	4	TT	TT	½El	Cant	FTR	Rod	WS	PG	Wire
Delage	116	56	820x120	4-2.95x4.72	3	Det	I	4	Sep	Al	CC	Chai	Pre	Pu	Zen	Wat	V	Duc	Mag	6	Yes	SP	Eng	4	C	Met	Sp	4.4	TT	TT	½El	½El	FR	Cab	WS	PG	Wire
Delage	151	58	895x135	6-3.74x5.51	7	Det	I	6	Sep	M	OH	Bev	Pre	Pu	Zen	Wat	V	Sci	Mag	12	Yes	SP	Eng	4	C	Met	Sp	3.8	TT	TT	½El	½El	FR	Cab	WS	PG	Wire
D.F.P.	98	44	700x80	4-2.44x3.62	2	Det	I	4	Int	CI	CC	Heli	Pre	ThS	Clau	Wat	G	Duc	Mag	6	Yes	Co	Eng	3	C	Fab	ST	4	TT	TT	¼El	¼El	R	Rod	WW	GC	Wire
D.F.P.	110	49	760x90	4-2.55x4.72	2	Det	L	4	Sep	CI	CC	Heli	Pre	ThS	Clau	Wat	G	Duc	Mag	6	Yes	Co	Eng	4	R	Fab	ST	5	Sp	Sp	½El	½El	FR	Rod	WW	GC	Wire
D.F.P.	122	53	820x120	4-2.75x5.11	3	Det	I	4	Sep	CI	CC	Heli	Pre	ThS	Clau	Wat	V	Duc	Mag	6	Yes	MD	Eng	4	R	Fab	ST	5	TT	TT	½El	½El	FR	Rod	WW	GC	Wire
Delahaye	117	51	765x105	4-2.75x4.72	2	Int	L	4	Sep	CI	CC	Spur	Pu	Pu	Sol	Wat	V	SEV	Mag	6	Yes	SP	Eng	4	C	Fab	Sp	4.4	Sp	Sp	½El	½El	FR	Rod	WS	PG	Wood
Delahaye	118	51	765x105	4-2.75x4.72	2	Det	I	4	Sep	Al	OH	Spur	Pu	Pu	Sol	Wat	V	SEV	Mag	6	Yes	SP	Eng	4	C	Fab	Sp	4.3	Sp	Sp	½El	½El	FR	Rod	WS	PG	Wood
Delahaye	127	53	820x120	4-3.34x5.11	2	Int	L	4	Sep	CI	CC	Spur	Pu	Pu	Sol	Wat	V	SEV	Mag	6	Yes	SP	Eng	4	C	Met	Sp	4	Sp	Sp	½El	½El	FR	Rod	WS	PG	Disk
Delahaye	134	56	835x135	4-3.34x5.11	3	Det	I	4	Sep	Al	CC	Spur	Pu	Pu	Sol	Wat	V	SEV	Mag	6	Yes	SP	Eng	4	C	Met	Sp	4.7	Sp	Sp	½El	½El	FR	Rod	WN	PG	Wood
Delahaye	144	57	895x135	6-3.34x5.11	4	Int	L	6	Sep	CI	CC	Spur	Pu	Pu	Coz	Wat	V	SEV	Mag	12	Yes	Co	Eng	4	C	Met	Sp	4	Sp	Sp	½El	½El	FR	Rod	WS	PG	Wire
Delaugere-Clayette	112	51	760x90	4-2.63x4.72	3	Det	I	4	Sep	CI	CC	Chai	Pu	ThS	Sol	Wat	G	Del	Bat	6	Yes	Co	Eng	4	R	Fab	Sp	4.9	Sp	Sp	½El	½El	FR	Rod	WS	GC	Disk
Delaugere-Clayette	119	56	815x105	4-2.95x5.11	3	Det	L	4	Sep	CI	CC	Spur	Pu	ThS	Zen	Wat	V	SEV	Mag	6	Yes	Co	Eng	4	R	Met	Sp	4.1	Sp	Sp	½El	½El	FR	Rod	WS	GC	Disk
Delaugere-Clayette	138	56	835x135	6-3.34x5.51	4	Det	L	6	Sep	Al	CC	Spur	Pu	Pu	Zen	Wat	V	SEV	Mag	6	Yes	Co	Eng	4	R	Met	Sp	3.2	Sp	Sp	½El	½El	FR	Rod	WS	GC	Disk
Delaunay-Belleville	122	53	775x145	4-2.95x4.72	3	Det	I	4	Sep	Al	CC	Heli	Pre	Pu	Sol	Wat	V	SEV	Mag	12	Yes	SP	Eng	4	C	Fab	Sp	4.5	Sp	Sp	½El	½El	FT	Rod	SN	PG	Disk
Delaunay-Belleville	125	56	820x120	4-3.14x5.11	3	Det	I	4	Sep	CI	OH	Bev	Pre	Pu	Sol	Wat	V	SEV	Mag	12	Yes	MD	Eng	4	C	Met	Sp	4.3	Sp	Sp	½El	½El	FTR	Rod	SN	GC	Opt
Delaunay-Belleville	133	57	880x120	6-3.07x5.51	7	Int	L	6	Sep	CI	CC	Heli	Pre	Pu	Zen	Wat	V	SEV	Mag	12	Yes	MD	Sep	4	R	Met	Sp	4	RR	RR	½El	½El	FTR	Rod	SN	GC	Opt
Delaunay-Belleville	142	59	895x135	6-3.46x5.90	7	Int	L	6	Sep	CI	CC	Heli	Pre	Pu	Zen	Wat	V	SEV	Mag	12	Yes	MD	Sep	4	R	Met	Sp	3.5	RR	RR	½El	½El	FTR	Rod	SN	GC	Opt
Derby	94	43	700x80	1-3.14x3.89	2	Int	N	1	Sep	Al			Spl	ThS	Sag	Wat	G		Mag	6	Opt	MD	Eng	3	C	Met	ST	4.5	Sp	TT	T½El	¼El	R	Cab	WS	PG	Disk
Derby	94	43	700x80	4-2.36x3.34	2	Det	L	4	Sep	CI	CC	Heli	Pre	ThS	Sag	Wat	V		Mag	6	Opt	MD	Eng	3	C	Met	ST	4.5	Sp	TT	T½El	¼El	R	Cab	WS	PG	Disk
Derby	94	43	700x80	4-2.32x3.92	2	Det	I	4	Sep	CI	CC	Heli	Pre	ThS	Sag	Wat	V		Mag	6	Opt	MD	Eng	3	C	Met	ST	4.5	Sp	TT	T½El	¼El	R	Cab	WS	PG	Disk
Donnet-Zedel	103	47	715x115	4-2.44x3.58	2	Det	L	4	Sep	CI	CC	Heli	Pre	ThS	Zen	Wat	V	SEV	Mag	12	Yes	SP	Eng	4	R	Fab	Sp	5.3	Sp	Sp	½El	½El	FTR	Rod	WS	PG	Disk
Donnet-Zedel	106	53	775x145	4-2.95x4.72	2	Det	L	4	Sep	CI	CC	Heli	Pre	ThS	Zen	Wat	V	SEV	Mag	12	Yes	SP	Eng	4	R	Fab	Sp	4.3	Sp	Sp	½El	½El	FTR	Rod	WS	PG	Disk
Farman	144	57	895x135	6-3.93x5.51	3	Int	I	6	Sep	Al	OH	Heli	Pre	Pu	Zen	Exh	V	Sci	Mag	12	Yes	MD	Eng	4	C	Met	Sp	3.7	TT	TT	½El	Cant	FR	Cab	WN	PG	Wire
Fournier	83	41	700x80	4-2.16x3.74	2	Det	L	4	Sep	CI	CC	Spur	Pre	ThS	Sol	Wat	G	SEV	Mag		No			5	C	Fab	Ch	4	Sp	RR	T½El	¼El	R	Rod	Ra	GC	Disk
Françon	94	43	700x90	2-2.44x4.33	2	Det	N	2	Sep	Al			Pu	ThS	Sol	Wat	G	Opt	Mag		Opt.			5	C	Fric	Ch	3.8	Sp	RR	½El	¼El	R	Rod	SN	PG	Disk
G.M.	110	49	715x115	4-2.44x3.58	2	Det	I	4	Int	Al	CC		Pre	ThS	Sol	Wat	G	Marc	Mag	6	Yes	Co	Eng	3	C	Met	Sp		Sp	Sp	½El	½El	FT	Rod	WS	PG	Disk
Gobron	111	53	765x105	4-2.71x3.93	3	Det	I	4	Sep	CI	CC	Heli	Pre	ThS	Sol	Wat	V	Opt	Mag	6	Yes	Co	Eng	3	R	Met	Sp	4.1	Sp	TT	½El	Cant	FR	Rod	WS	PG	Disk
Guilick	100	49	765x105	4-2.59x5.11	2	Det	L	4	Sep	CI	CC	Spur	Pu	ThS	Zen	Exh	V	Duc	Mag	6	Yes	Co	Sep	4	C	Fab	Sp	4.1	Sp	Sp	½El	½El	FR	Rod	WW	PG	Disk
Guilick	106	49	765x105	4-2.75x5.11	2	Det	L	4	Sep	CI	CC	Spur	Pu	ThS	Zen	Exn	V	Duc	Mag	6	Yes	Co	Sep	4	C	Fab	Sp	4.1	Sp	Sp	½El	½El	FR	Rod	WW	PG	Disk
Guilick	110	51	765x105	4-2.91x4.35	2	Det	I	4	Sep	CI	CC	Spur	Pu	ThS	Zen	Exh	V	Duc	Mag	6	Yes	Co	Sep	4	C	Fab	Sp	4.1	Sp	Sp	½El	½El	FR	Rod	WW	PG	Disk
Hispano-Suiza	132	55	820x120	6-3.34x4.33	7	Det	I	6	Sep	Al	OH	Bev	Pre	Pu	Sol	Wat	V	Ble	Bat	12	Yes	SP	Eng	4	R	Met	Sp	4.1	TT	TT	½El	½El	FR	Cab	WN	PG	Wire
Hispano-Suiza	145	57	895x135	6-3.93x5.51	7	Int	I	6	Sep	Al	OH	Bev	Pre	Pu	Sol	Wat	V	Ble	Bat	12	Yes	SP	Eng	3	R	Met	Sp	3.4	TT	TT	½El	½El	FR	Cab	WN	PG	Wire
Hotchkiss	120	55	820x120	4-3.14x4.72	8	Det	I	4	Int	Al	CC	Spur	Pre	ThS	Zen	Wat	V	Duc	Mag	12	Yes	SP	Eng	4	C	Met	Sp	4.7	TT	TT	½El	Cant	FR	Cab	WS	PG	Wire
Hurtu	114	53	775x145	4-2.44x4.33	2	Det	L	4	Sep	Al	CC	Chai	Pu	ThS	Sol	Wat	G	P.Rh	Mag	12	Yes	Co	Eng	4	R	Met	Sp	4.3	Sp	Sp	½El	½El	FR	Rod	WS	PG	Wire
Hurtu	121	53	765x105	4-2.75x5.11	3	Det	L	4	Sep	Al	CC	Chai	Pu	ThS	Sol	Wat	V	P.Rh	Mag	12	Yes	MD	Eng	4	R	Met	Sp	4.3	Sp	TT	½El	Cant	FR	Rod	WS	PG	Wire
Hurtu	121	53	820x120	4-2.99x5.11	3	Int	I	4	Sep	Al	CC	Chai	Pu	ThS	Sol	Wat	V.•	P.Rh	Mag	12	Yes	Co	Eng	4	R	Met	Sp		Sp	TT	½El	Cant	FR	Rod	WS	PG	Wire
Irat, Georges	126	51	820x120	4-2.71x5.11	3	Det	I	4	Sep	Al	CC	Chai	Pre	Pu	Zen	Wat	V	Del	Bat	6	Yes	MD	Eng	4	C	Met	Sp	4	Sp	Sp	½El	½El	FTR	Rod	WS	PG	Wire
Lafitte	90	40	710x80	3-2.45x3.14	2	Det	L	1	Sep	Al	CC	Spur	Pre		Sol	Air	G	SEV	Mag		No	Fr		4	R	None	ST	3.7	Sp	Sp	Coil	¼El	R	Rod	Dir	PG	Disk
Laisne, Leon	118	51	765x105	4-2.75x4.33	2	Det	I	4	Sep	Al	OH	Heli	Pre	ThS	Sol	Wat	G	Duc	Mag	6	Yes	SP	Eng	4	C	Fab	Sp	4.6	Sp	TT	Coil	Coil	R	Rod	WW	PG	Disk
Laisne, Leon	118	51	710x90	4-2.36x3.95	2	Det	L	4	Sep	CI	CC	Heli	Pre	ThS	Sol	Wat	G	Duc	Mag	6	Yes	SP	Eng	3	C	Met	ST	4	Sp	TT	Coil	Coil	R	Rod	WW	PG	Disk
Lorraine-Dietrich	115	55	815x105	4-2.95x5.11	3	Int	I	4	Sep	Al	CC	Heli	Pre	Pu	Zen	Wat	G	Del	Bat	6	Yes	MD	Eng	3	C	Met	Sp	4.5	Sp	TT	½El	Cant	FR	Cab	WN	PG	HS
Lorraine-Dietrich	119	55	815x105	6-2.95x5.11	4	Int	I	6	Sep	Al	CC	Heli	Pre	Pu	Zen	Wat	G	Del	Bat	6	Yes	MD	Eng	3	C	Met	Sp	4	Sp	TT	½El	Cant	FR	Cab	WN	PG	HS
Majola	96	46	710x90	4-2.44x3.54	2	Int	I	4	Sep	CI	OH	Chai	Pu	ThS	Sol	Wat	G	Duc	Mag	6	Yes	MD	Sep	4	R	Met	ST	5.2	Sp	Sp	½El	½El	R	Rod	WS	PG	Wire
Majola	110	48	765x105	4-2.55x3.94	2	Int	I	4	Sep	CI	OH	Chai	Pu	ThS	Sol	Wat	G	Duc	Mag	6	Yes	MD	Sep	4	R	Met	ST	4.3	Sp	Sp	½El	½El	R	Rod	WS	PG	Wire
Mathis	108	47	715x115	4-2.36x3.46	2	Int	L	4	Sep	Al	CC	Heli	Spl	ThS	Sol	Wat	G	Mar	Mag	6	Yes	MD	Eng	4	C	Fab	Sp		Sp	Sp	½El	½El	R	Rod	WS	PG	Disk
Mathis	114	49	730x130	4-2.75x4.0	3	Det	L	4	Sep	Al	CC	Heli	Pre	ThS	Sol	Wat	G	Mar	Mag	6	Yes	MD	Eng	4	C	Fab	Sp		Sp	Sp	½El	½El	R	Rod	WS	PG	Disk
Mathis	122	51	775x145	4-2.67x3.93	3	Det	L	4	Sep	Al	CC	Heli	Pre	ThS	Sol	Wat	V	Mar	Mag	6	Yes	MD	Eng	4	C	Fab	Sp		Sp	Sp	½El	½El	FR	Rod	WS	PG	Disk
Mathis	112	47	730x130	6-2.16x3.14	4	Int	L	6	Sep	Al	CC	Heli	Spl	ThS	Sol	Wat	V	Mar	Mag	6	Yes	MD	Eng	4	C	Fab	Sp		Sp	Sp	½El	½El	FR	Rod	WS	PG	Disk
Mathis	112	43	730x130	6-2.36x2.75	4	Int	I	6	Sep	Al	OH	Heli	Pre	Pu	Sol	Wat	V	Mar	Mag	6	Yes	MD	Eng	4	C	Fab	Sp		Sp	Sp	½El	½El	FR	Rod	WS	PG	Disk
Morgan	83	49	650x65	2-3.30x3.89	2	Int	L	1	Sep	CI	CC	Spur	Spl	ThS	Ama		G	SEV	Mag		No	SP	Sep	2	R	None	Ch		Sp	Sp	Coil	¼El	R	Rod	Rac	GC	Wire
Mors	121	51	765x105	4-2.95x4.33	3	Det	Sl	4	Sep	Al	CC	Chai	Pu	Pu	Sol	Wat	V	Duc	Mag	12	Yes	Bd	Sep	4	R	Fab	HB	4.7	Sp	Sp	½El	½El	FR	Cab	WS	PG	Wire
Mors	128	53	820x120	4-3.54x5.51	3	Det	Sl	4	Sep	Al	CC	Chai	Pu	Pu	Sol	Wat	V	Duc	Mag	12	Yes	Bd	Sep	4	R	Fab	HB	3.5	Sp	Sp	½El	½El	FR	Cab	WS	PG	Wire
Motobloc	118	51	765x105	4-2.75x4.33	4	Int	F	4	Sep	Al	CC	Chai	Pre	Pu	Zen	Wat	V	P.Rh	Mag	6	Yes	MD	Eng	3	C	Met	Sp	4.5	TT	TT	½El	Cant	FR	Cab	WS	PG	Disk
Motobloc	122	51	765x105	4-2.91x4.72	4	Int	F	4	Sep	Al	CC	Chai	Pre	Pu	Zen	Wat	V	P.Rh	Mag	6	Yes	MD	Eng	3	C	Met	Sp	4.5	TT	TT	½El	½El	FR	Cab	WS	PG	Disk
Motobloc	129	55	820x120	4-3.14x5.52	4	Int	F	4	Sep	Al	CC	Chai	Pre	Pu	Zen	Wat	V	P.Rn	Mag	6	Yes	MD	Eng	4	C	Met	Sp	3.7	TT	TT	½El	½El	FR	Cab	WS	PG	Disk
M. S.	106	44	700x80	4-2.36x3.34	2	Det	L	4	Sep	CI	CC	Spur	Pre	ThS	Zen	Wat	G	Duc	Mag	6	Yes	Co	Eng	3	C	Fab	ST	4.5	RR	RR	½El	½El	R	Rod	Ra	GC	Disk
Octo	88	41	700x80	4-2.16x3.74	2	Int	L	4	Sep	CI	CC	Spur	Pre	ThS	Sol	Wat	G	SEV	Mag		No	SP	Sep	4	C	Met	ST	3.8	Sp	TA	½El	¼El	R	Rod	Ra	GC	Disk
Octo	88	41	700x80	4-2.24x3.74	2	Int	L	4	Sep	CI	CC	Spur	Pre	ThS	Sol	Wat	G	SEV	Mag	6	Yes	SP	Eng	4	C	Met	ST	4.2	Sp	TA	½El	¼El	R	Rod	Pl	GC	Disk
Octo	108	49	760x90	4-2.55x4.72	2	Det	L	4	Sep	CI	CC	Chai	Pu	ThS	Sol	Wat	G	Duc	Mag	12	Yes	SP	Sep	4	C	Met	ST	4.5	Sp	Sp	½El	½El	R	Rod	WS	GC	Disk
Omega-Six	130	54	820x120	6-2.55x3.93	4	Det	I	6	Sep	Al	OH	Heli	Pre	Pu	Cos	Wat	V	Duc	Mag	6	Yes	Co	Eng	3	C	Met	Sp	4.1	Sp	Sp	½El	½El	FR	Rod	WS	PG	Wire
Panhard-Levassor	117	53	760x90	4-2.63x4.28	2	Det	Sl	4	Sep	Al	CC	Chai	Spl	ThS	Own	Wat	V	SEV	Mag	12	Yes	Co	Eng	4	C	Met	Sp	5.2	TT	TT	½El	½El	R	Rib	SN	PG	Wood
Panhard-Levassor	124	56	820x120	4-2.95x5.11	3	Det	Sl	4	Sep	Al	CC	Chai	Spl	Pu	Own	Wat	V	SEV	Mag	12	Yes	Sp	Eng	4	C	Met	Sp	4.9	TT	TT	½El	½El	R	Rib	SN	PG	Wood
Panhard-Levassor	124	56	820x120	4-3.34x5.51	3	Det	Sl	4	Sep	Al	CC	Chai	Spl	Pu	Own	Wat	V	SEV	Mag	12	Yes	Sp	Eng	4	C	Met	Sp	4.3	TT	TT	½El	½El	FR	Rib	SN	PG	Wood
Panhard-Levassor	139	59	835x135	4-4.22x5.51	5	Det	Sl	4	Sep	Al	CC	Chai	Spl	Pu	Own	Wat	V	SEV	Mag	12	Yes	Sp	Eng	4	C	Met	Sp	3.8	TT	TT	½El	½El	FR	Rib	SN	PG	Wood
Panhard-Levassor	150	59	895x135	8-3.34x5.51	9	Det	Sl	8	Sep	Al	CC	Chai	Spl	Pu	Own	Wat	V	SEV	Mag	12	Yes	Sp	Eng	4	C	Met	Sp	3.8	TT	TT	½El	½El	FR	Rib	SN	PG	Wood
Perle, La	104	52	710x90	4-2.44x4.73	3	Det	I	4	Sep	CI	CC	Spur	Pre	Pu	Sol	Wat	G	Del	Bat	12	Yes	MD	Eng	4	R	Met	Sp	4.1	Sp	Sp	½El	½El	FR	Cab	WS	PG	Disk
Peugeot	89	38	715x115	4-1.96x3.34	2	Int	L	4	Int	Al	CC	Chai	Spl	ThS	Zen	Wat	G	Duc	Mag	6	Yes	Sp	RA	3	C	Met	Wo	6	TT	TT	T½El	½El	R	Rod	Bev	PG	Wire

ABBREVIATIONS:
Al—Aluminum
Ama—Amac
AmB—American Bosch
Bat—Battery
Bd—Band
Be—Belt
Bev—Bevel Gear
Ble—Bleriot
Bos—Bosch
C—Center
Cab—Cable
Cant—Cantilever
CC—Crankcase
Ch—, **Chai**— } Chain
CI—Cast Iron
Co—Cone
Clau—Claudel
Coz—Cozette
Del—Delco
Det—Detachable
Dir—Direct
Duc—Ducellier
Eis—Eiseman
El—Elliptic
Eng—Unit with Engine
Ex—Expanding
Exh—Exhaust
F—"F" Head
Fab—Fabric
Fr—Friction
FR—Front and Rear
FT—Front and Transmission
FTR—Front, Transmission, and Rear
G—Gravity
Gad—Gadot
Gau—Gaumont
GC—Grease Cups
HB—Herringbone Gear
HS—Hollow Spoke
Heli—Helical Gear
I—Valves in Head
Int—Integral
Kie—Kiesel
L—"L" Head
Maf—Mafam
M—Magnesium (Piston material)
Mag—Magneto (Current source)
M&B—Magneto and Battery
Marc—Marchal
Mar—Marelli
Met—Metal
N—Valveless (2 Stroke)
N-E—North East
No—None
OC—Oil Cups
OH—Overhead
Opt—Optional
Pal—Pallas
P—, **Pre**— } Pressure
Plat—Platform
P.Rh—Paris Rhone
Pu—Pump
R—Right (Gearshift lever location)
R—Rear (Brakes)
Ra—Rack
RA—Unit with Rear Axle
R-B—Robert Bosch
Rib—Steel Ribbons
RR—Radius Rods
Sag—Saga
Sch—Schlee
Sci—Scintilla
Sep—Separate Unit
Sl—Sleeve Valve
SN—Screw and Nut
Sol—Solex
Sp—Spring (Torque & Propulsion)
Sp—Spiral Bevel (Rear Axle)
SP—Single Plate
Spec—Special
Spl—Splash
Spur—Spur Gear
ST—Straight Bevel
TA—Torque Arms
T ½ El—Transverse ½ Elliptic
ThS—Thermo syphon
TR—Transmission and Rear wheels
Trans—Transverse
TT—Torque Tube
V—Vacuum
Vic—Victrix
Wat—Water
WN—Worm and Nut
Wo—Worm Drive
WS—Worm and Sector
WW—Worm and Wheel
Zen—Zenith

Continental Passenger Car Chassis Specifications—Continued

MAKE AND MODEL	Wheelbase (In.)	Tread (In.)	Tire Size (Millimeters)	ENGINE: No. of Cylinders Bore and Stroke (In.)	No. of Main Bearings	Cylinders: Head	Cylinders: Valve Arrangement	Cylinders: No. Cast in One Block	Cylinders: Cast with Upper Half of Crankcase	Camshaft: Piston Material	Camshaft: Location	Camshaft: Drive	Oiling System	Water Circulation	Fuel System: Carbureter Make	Fuel System: Intake Heated By	Fuel System: Fuel Feed	ELECTRICAL SYSTEM: Ignition System Make	Current Sources	Battery Voltage	Equipped with Electrical Starter	TRANSMISSION: Clutch Type	Gearset: Location	Gearset: No. of Forward Speed	Gearset: Position of Lever	Universal Joints Type	Rear Axle: Final Drive	Rear Axle: Gear Ratio	Rear Axle: Propulsion Taken By	Rear Axle: Torque Taken By	RUNNING GEAR: Springs: Front—Type	Springs: Rear—Type	Steering Gear—Type	Operated Through	Steering Gear—Type	Chassis Lubrication	Wheels Standard Equipment
FRENCH—*Cont.*																																					
Peugeot	105	47	730x130	4-2 67x4.12	2	Det.	L.	4	Sep.	Al.	CC	Chai.	Pu.	ThS.	Zen.	Wat.	G.	SEV.	Mag.	12	Yes	MD.	Eng.	4	C.	Met.	Wo.	4.8	Sp.	TA	½El.	Cant.	FR.	Cab.	SN.	PG.	Wood.
Peugeot	112	54	730x130	4-2.75x4.12	3	Det.	I.	4	Sep.	Al.	CC	Chai.	Pu.	ThS.	Zen.	Wat.	V.	SEV.	Mag.	12	Yes	MD.	Eng.	4	C.	Met.	Wo.	5.1	Sp.	TA	½El.	Cant.	FR.	Cab.	SN.	PG.	Wood.
Peugeot	128	54	775x145	4-3.34x5.11	3	Det.	Sl.	4	Sep.	Al.	CC	Chai.	Pre.	Pu.	Zen.	Wat.	V.	SEV.	Mag.	12	Yes	Sp.	Eng.	4	R.	Met.	Sp.	4.3	TT	TT	½El.	½El.	FR.	Cab.	SN.	PG.	Wire.
Peugeot	138	56	895x135	4-3.74x5.30	5	Det.	Sl.	4	Sep.	Al.	CC	Chai.	Pre.	Pu.	Zen.	Wat.	V.	SEV.	Mag.	12	Yes	Sp.	Eng.	4	R.	Met.	Sp.	3.7	TT	TT	½El.	½El.	FR.	Cab.	SN.	PG.	Wire.
Ponette	96	47	710x90	4-2.44x3.70	3	Det.	L.	4	Sep.	Cl.	CC	Spur.	Pre.	ThS.	Sol.		G.	Duc.	Mag.	6	Yes	Sp.	Eng.	3	R.	Fab.	Sp.	4.7	Sp.	Sp.	½El.	½El.	R.	Rod.	WS.	GC.	Disk.
Ponette	116	51	765x105	4-2.75x4.33	3	Det.	I.	4	Sep.	Cl.	CC	Spur.	Pre.	ThS.	Sol.		V.	Duc.	Mag.	6	Yes	Sp.	Eng.	4	R.	Fab.	Sp.	4	Sp.	Sp.	½El.	½El.	FR.	Rod.	WS.	GC.	Disk.
Ravel	126	55	820x120	4-2.95x5.11	3	Det.	I.	4	Sep.	Al.	CC	Spur.	Pre.	Pu.	Zen.	Wat.	V.	SEV.	Mag.	6	Yes	Sp.	Eng.	4	C.	Fab.	Sp.	4.1	Sp.	Sp.	½El.	½El.	FT.	Rod.	WS.	GC.	Wire.
Renault	103	45	715x115	4-2.28x3.54	2	Det.	L.	4	Sep.	Al.	CC	Heli.	Pu.	ThS.	Zen.	Wat.	G.	SEV.	Mag.	12	Yes	Co.	TT.	3	C.	Met.	Sp.	6.5	TT.	TT.	½El.	Trans.	FR.	Rod.	WS.	PG.	Disk.
Renault	110	57	775x145	4-2.95x4.72	2	Int.	L.	4	Sep.	Al.	CC	Heli.	Pu.	ThS.	Own.	Wat.	G.	SEV.	Mag.	12	Yes	Co.	TT.	3	C.	Met.	Sp.	4.6	TT.	TT.	½El.	Trans.	FR.	Rod.	WS.	PG.	Disk.
Renault	125	57	820x120	4-3.34x5.51	3	Int.	L.	4	Sep.	Al.	CC	Heli.	Pu.	ThS.	Own.	Wat.	V.	SEV.	Mag.	12	Yes	Co.	TT.	4	R.	Met.	Sp.	4.3	TT.	TT.	½El.	Cant.	FR.	Rod.	WS.	PG.	Wood.
Renault	150	59	835x135	6-3.34x5.51	4	Int.	L.	6	Sep.	Al.	CC	Heli.	Pu.	ThS.	Own.	Wat.	V.	SEV.	Mag.	12	Yes	Co.	TT.	4	R.	Met.	Sp.	4.1	TT.	TT.	½El.	Cant.	FR.	Rod.	WS.	PG.	Wood.
Renault	157	59	895x135	6-4.33x6.29	4	Int.	L.	3	Sep.	Al.	CC	Heli.	Pu.	ThS.	Own.	Wat.	V.	SEV.	Mag.	12	Yes	Sp.	TT.	4	R.	Met.	Sp.	3.1	TT.	TT.	½El.	Cant.	FR.	Rod.	WS.	PG.	Wood.
Rochet-Schneider	125	55	820x120	4-3.14x5.11	3	Det.	I.	4	Sep.	Al.	CC	Heli.	Pre.	ThS.	Zen.	Wat.	V.	SEV.	Mag.	12	Yes	Sp.	Eng.	4	C.	Met.	Sp.	5	Sp.	TT.	½El.	½El.	FR.	Rod.	WS.	PG.	Wood.
Rochet-Schneider	134	57	895x135	4-3.74x5.51	3	Det.	I.	4	Sep.	Al.	CC	Heli.	Pre.	Pu.	Zen.	Wat.	V.	SEV.	Mag.	12	Yes	Sp.	Eng.	4	C.	Met.	Sp.	4.1	Sp.	TT.	½El.	½El.	FR.	Rod.	WS.	PG.	Wire.
Rolland-Pilain	118	51	765x105	4-2.75x4.73	3	Int.	L.	4	Sep.	Al.	CC	Heli.	Pre.	ThS.	Zen.	Wat.	V.	Duc.	Mag.	12	Yes	Co.	Eng.	4	R.	Met.	ST.	4.1	Sp.	Sp.	½El.	½El.	FR.	Rod.	WS.	PG.	Disk.
Rolland-Pilain	126	52	820x120	4-2.87x4.72	3	Det.	I.	4	Sep.	Al.	OH.	Heli.	Pre.	Pu.	Zen.	Wat.	V.	Duc.	Mag.	12	Yes	MD.	Eng.	4	R.	Met.	ST.	4.1	Sp.	TT.	½El.	½El.	FR.	Rod.	WS.	PG.	Wire.
Rolland-Pilain	100	45	765x105	8-2.32x3.54	5	Det.	I.	8	Sep.	Al.	OH.	Spur.	Pre.	Pu.	Zen.		P.	Duc.	Mag.	12	Yes	MD.	Eng.	4	C.	Met.	Sp.	3.1	Sp.	Sp.	½El.	½El.	FR.	Rod.	WS.	PG.	Wire.
Rolland-Pilain	123	52	820x120	4-2.95x5.11	3	Det.	I.	4	Sep.	Al.	CC	Heli.	Pre.	Pu.	Zen.	Wat.	V.	Duc.	Mag.	12	Yes	Co.	Eng.	4	R.	Met.	Sp.	3.7	Sp.	TT.	½El.	½El.	FR.	Rod.	WS.	PG.	Wire.
Rolland-Pilain	133	55	880x120	4-3.74x5.51	3	Det.	I.	4	Sep.	Al.	OH.	Heli.	Pre.	Pu.	Zen.	Wat.	V.	Duc.	Mag.	12	Yes	MD.	Eng.	4	R.	Met.	Sp.	3.7	Sp.	TT.	½El.	½El.	FR.	Rod.	WS.	PG.	Wire.
Roy, Georges	110	49	710x90	4-2.75x3.93	2	Det.	L.	4	Sep.	Cl.	CC	Chai.	Pre.	ThS.	Zen.	Wat.	G.	SEV.	Mag.	6	Yes	Co.	Sep.	4	R.	Fab.	Sp.	4.6	Sp.	TA	½El.	½El.	R.	Rod.	WW.	GC.	Disk.
Roy, Georges	130	55	815x105	4-3.34x5.11	3	Int.	L.	4	Sep.	Cl.	CC	Chai.	Pre.	Pu.	Zen.	Wat.	V.	SEV.	Mag.	12	Yes	Co.	Sep.	4	R.	Fab.	Sp.	3.1	Sp.	TA	½El.	½El.	R.	Rod.	WW.	GC.	Disk.
Salmson	98	42	700x80	4-2.44x3.54	2	Det.	I.	4	Sep.	Al.	CC	Heli.	Pu.	ThS.	Sol.	Wat.	G.	Duc.	Mag.	6	Yes	Co.	Eng.	3	C.	Met.	ST.	4	TT.	TT.	½El.	¼El.	R.	Rod.	WW.	PG.	Wire.
Salmson	98	42	700x85	4-2.44x3.54	2	Det.	I.	4	Sep.	Al.	OH.	Heli.	Pu.	ThS.	Sol.	Wat.	G.	Duc.	Mag.	6	Yes	Co.	Eng.	3	C.	Met.	ST.	5	TT.	TT.	½El.	½El.	R.	Rod.	WW.	PG.	Wire.
Salmson	112	47	710x90	4-2.55x3.54	2	Det.	I.	4	Sep.	Al.	OH.	Heli.	Pu.	ThS.	Sol.	Wat.	G.	Duc.	Mag.	6	Yes	Co.	Eng.	3	C.	Met.	Sp.	5	TT.	TT.	½El.	½El.	FR.	Rod.	WW.	PG.	Wire.
S.A.R.A.	98	43	700x80	4-2.44x3.58	2	Int.	I.	1	Sep.	Al.	CC	Spur.	Pu.	Air.	Sol.		G.	AmB.	Mag.	6	Yes	Co.	Eng.	3	C.	Met.	ST.	4.1	Sp.	TT.	T½El.	¼El.	FR.	Cab.	WW.	PG.	Wire.
S.A.R.A.	112	44	710x90	4-2.44x3.58	2	Int.	I.	1	Sep.	Al.	CC	Spur.	Pu.	Air.	Sol.		G.	AmB.	Mag.	6	Yes	MD.	Eng.	4	C.	Met.	ST.	4.6	Sp.	TT.	T½El.	¼El.	FR.	Cab.	WW.	PG.	Wire.
S.C.A.P.	94	45	700x80	4-2.44x3.58	2	Det.	I.	4	Sep.	Cl.	CC	Heli.	Pre.	ThS.	Sol.		G.	Own.	Mag.	6	Yes	Co.	Eng.	3	C.	Fab.	ST.	5.1	Sp.	TA	½El.	¼El.	R.	Rod.	WS.	GC.	Wire.
S.C.A.P.	122	51	820x120	4-2.99x5.11	3	Det.	L.	4	Sep.	Cl.	CC	Heli.	Pre.	ThS.	Sol.		V.	Own.	Mag.	6	Yes	Co.	Eng.	4	C.	Fab.	ST.	4.4	Sp.	Sp.	½El.	Plat.	R.	Rod.	WS.	GC.	Wood.
Schneider, Th.	118	53	765x105	4-2.83x4.72	3	Det.	L.	4	Sep.	Cl.	CC	Chai.	Pre.	ThS.	Zen.	Wat.	G.	N-E.	Mag.	12	Yes	Co.	Eng.	4	C.	Fab.	Sp.	4.5	Sp.	Sp.	½El.	½El.	FR.	Rod.	WS.	GC.	HS.
Schneider, Th.	130	57	835x135	4-3.34x5.51	3	Det.	L.	4	Sep.	Cl.	CC	Chai.	Pre.	Pu.	Zen.	Wat.	V.	P.Rh.	Mag.	12	Yes	SP.	Eng.	4	C.	Met.	Sp.	4.23	TT.	TT.	½El.	Cant.	FR.	Rib.	WS.	GC.	Wire.
Schneider, Th.	143	57	835x135	6-3.22x5.51	7	Det.	L.	3	Sep.	Cl.	CC	Chai.	Pre.	Pu.	Zen.	Wat.	V.	P.Rh.	Mag.	12	Yes	SP.	Eng.	4	C.	Met.	Sp.	3.2	TT.	TT.	½El.	Cant.	FR.	Rib.	WS.	GC.	Wire.
Senechal	87	40	700x80	4-2.16x3.74	2	Int.	L.	4	Sep.	Cl.	CC	Spur.	Pu.	ThS.	Sol.	Wat.	G.	R-B	Mag.		No	SP.	Eng.	3	C.	Fab.	ST.	4.1	Sp.	Sp.	T½El.	¼El.	R.	Rod.	WS.	PG.	Wire.
Sidea	110	44	710x90	4-2.16x3.74	2	Int.	I.	4	Sep.	Al.	CC	Spur.	Pu.	ThS.	Sol.	Wat.	G.	SEV.	Mag.	6	Yes	Co.	Sep.	3	C.	Fab.	ST.		Sp.	Sp.	¼El.	¼El.	FR.	Rod.	WS.	GC.	Disk.
Sidea	116	47	760x90	4-2.76x3.93	2	Int.	I.	4	Sep.	Al.	CC	Spur.	Pre.	ThS.	Sol.	Wat.	G.	SEV.	Mag.	6	Yes	SP.	Eng.	4	C.	Met.	ST.		Sp.	Sp.	½El.	½El.	FR.	Rod.	WS.	GC.	Disk.
Six (Barron-Vialle)	127	51	775x145	6-2.55x3.54	2	Det.	I.	6	Sep.	Al.	CC	Heli.	Pu.	Pu.	Sol.	Wat.	V.	Sci.	Mag.	6	Yes	Co.	Eng.	4	C.	Met.	Sp.	4.1	TT.	TT.	½El.	½El.	FR.	Rod.	WS.	PG.	Disk.
Six (Barron-Vialle)	140	51	835x135	8-2.55x3.54	3	Det.	I.	8	Sep.	Al.	CC	Heli.	Pu.	Pu.	Sol.	Wat.	V.	Sci.	Mag.	6	Yes	Co.	Eng.	4	C.	Met.	Sp.	3.7	TT.	TT.	½El.	½El.	FR.	Rod.	WS.	PG.	Disk.
Sizaire Freres	130	54	775x145	4-2.99x4.33	2	Det.	I.	4	Sep.	M.	OH.	Chai.	Pre.	Pu.	Coz.	Wat.	V.	Duc.	Mag.	6	Yes	SP.	Sep.	4	C.	Met.	Sp.	4.2	TT.	TT.	T½El.	T½El.	FR.	Cab.	Ra.	PG.	Disk.
Slim	118	56	820x120	4-2.67x5.11	2	Det.	I.	4	Sep.	Cl.	CC	Spur.	Pre.	Pu.	Zen.	Wat.	V.	P.Rh.	Mag.	12	Yes	Co.	Sep.	4	C.	Met.	Sp.	4.4	Sp.	Sp.	½El.	¾El.	FR.	Rod.	WS.	PG.	Disk.
Slim	126	55	835x135	4-3.14x5.11	2	Det.	I.	4	Sep.	Cl.	CC	Spur.	Pre.	Pu.	Zen.	Wat.	V.	P.Rh.	Mag.	12	Yes	Co.	Sep.	4	C.	Met.	Sp.	4.4	Sp.	Sp.	½El.	¾El.	FR.	Rod.	WS.	PG.	HS.
Suere	111	53	710x90	4-2.75x4.72	2	Det.	L.	4	Sep.	Cl.	CC	Heli.	Pre.	ThS.	Zen.	Wat.	G.	AmB.	Mag.	6	Yes	MD.	Eng.	3	C.	Fab.	Sp.	4.1	Sp.	TT.	½El.	Cant.	R.	Rod.	WW.	PG.	Disk.
Talbot	118	53	775x145	4-2.67x4.33	3	Det.	I.	4	Int.	Al.	CC	Chai.	Pre.	Pu.	Sol.	Wat.	V.	SEV.	Mag.	12	Yes	SP.	Eng.	3	R.	Met.	Sp.	5.1	TT.	TT.	½El.	Cant.	FR.	Rod.	WN.	PG.	Wood.
Talbot	126	53	775x145	4-2.95x4.72	3	Det.	I.	4	Int.	Al.	CC	Chai.	Pre.	Pu.	Sol.	Wat.	V.	SEV.	Mag.	12	Yes	SP.	Eng.	3	R.	Met.	Sp.	5.1	TT.	TT.	½El.	Cant.	FR.	Rod.	WN.	PG.	Wood.
Talbot	132	56	775x160	6-2.75x4.72	4	Det.	I.	6	Int.	Al.	CC	Chai.	Pre.	Pu.	Sol.	Wat.	V.	Sci.	Mag.	12	Yes	SP.	Eng.	4	R.	Met.	Sp.	5.1	TT.	TT.	½El.	Cant.	FR.	Rod.	WN.	PG.	Wire.
Turcat-Mery	112	53	820x120	4-3.11x5.90	3	Int.	L.	4	Sep.	Cl.	CC	Chai.	Pre.	ThS.	Zen.	Wat.	V.	Del.	Bat.	12	Yes	SP.	Eng.	4	C.	Fab.	Sp.	4	Sp.	Sp.	½El.	½El.	FR.	Rod.	WS.	GC.	Wire.
Turcat-Mery	132	56	820x120	4-3.22x5.51	5	Int.	I.	4	Sep.	Al.	OH.	Bev.	Pre.	Pu.	Zen.	Wat.	V.	Del.	Bat.	12	Yes	SP.	Eng.	4	C.	Met.	Sp.	3.7	Sp.	Sp.	½El.	½El.	FR.	Rod.	WS.	GC.	Wire.
Unic	119	53	765x105	4-2.75x4.72	2	Det.	L.	4	Sep.	Al.	CC	Chai.	Pre.	ThS.	Viel.	Wat.	V.	Duc.	Mag.	12	Yes	MD.	Eng.	4	C.	Met.	Sp.	4.3	Sp.	Sp.	½El.	Cant.	FR.	Rod.	WS.	PG.	Disk.
Unic	136	56	835x135	4-3.14x5.54	3	Det.	L.	4	Sep.	Al.	CC	Chai.	Pre.	Pu.	Viel.	Wat.	V.	Duc.	Mag.	12	Yes	MD.	Eng.	4	C.	Met.	Sp.	4.3	Sp.	Sp.	½El.	Cant.	FR.	Rod.	WS.	PG.	Wire.
Vagova	102	47	715x115	6-1.95x2.51	4	Int.	I.	6	Sep.	Al.	OH.	Heli.	Pu.	ThS.	Coz.	None	G.	SEV.	Mag.	6	Yes	SP.	Eng.	3	C.	Fab.	Sp.	6	TT.	TT.	½El.	½El.	FT.	Rod.	WN.	PG.	Wire.
Vermorel	110	51	710x90	4-2.39x3.93	2	Det.	L.	4	Sep.	Al.	CC	Spur.	Pu.	ThS.	Zen.	Wat.	G.	SEV.	Mag.	12	Yes	SP.	Eng.	4	C.	Fab.	Sp.	4.1	Sp.	Sp.	½El.	½El.	FR.	Rod.	WS.	PG.	Disk.
Vermorel	118	51	765x105	6-2.39x3.93	3	Det.	L.	6	Sep.	Al.	CC	Spur.	Pu.	ThS.	Zen.	Wat.	V.	SEV.	Mag.	12	Yes	SP.	Eng.	4	C.	Fab.	Sp.	3.7	Sp.	Sp.	½El.	½El.	FR.	Rod.	WS.	PG.	Disk.
Voisin	112	51	765x105	4-2.44x4.33	2	Det.	Sl.	4	Sep.	Al.	CC	Chai.	Pre.	ThS.	Sol.	Wat.	G.	SEV.	Mag.	12	Yes	SP.	Eng.	3	C.	Met.	Sp.	5	TT.	TT.	½El.	½El.	FR.	Cab.	WN.	PG.	Disk.
Voisin	114	51	765x105	4-2.63x4.33	2	Det.	Sl.	4	Sep.	Al.	CC	Chai.	Pre.	ThS.	Sol.	Wat.	G.	SEV.	Mag.	12	Yes	SP.	Eng.	4	C.	Met.	Sp.	4.05	TT.	TT.	½El.	½El.	FR.	Cab.	WN.	PG.	Disk.
Voisin	144	55	895x135	4-3.74x5.51	5	Det.	Sl.	4	Sep.	M.	CC	Chai.	Pre.	Pu.	Sol.	Wat.	V.	SEV.	Mag.	12	Yes	MD.	Eng.	4	R.	Met.	Sp.	3.4	TT.	TT.	½El.	½El.	FR.	Cab.	WN.	PG.	Wire.
Yrsan	97	51	700x80	4-2.16x3.74	2	Det.	L.	4	Sep.	M.	CC	Spur.	Pu.	ThS.	Sol.	Wat.	G.	SEV.	Mag.		No	SP.	Sep.	2	R.	Met.	Ch.	4.5	Sp.	Sp.	Coil.	¼El.	FR.	Rod.	Ra.	PG.	Wire.
Zebre	116	55	765x105	4-2.71x5.11	3	Det.	L.	4	Sep.	Al.	CC	Heli.	Pu.	ThS.	Sol.	Wat.	G.	Duc.	Mag.	12	Yes	SP.	Eng.	4	C.	Fab.	Sp.	4.4	Sp.	Sp.	½El.	½El.	FTR.	Rod.	WW.	PG.	Wire.
ITALIAN																																					
Alfa Romeo	114	55	765x105	4-2.95x4.33	3	Det.	I.	4	Sep.	Al.	CC	Heli.	Pre.	Pu.	Zen.	Wat.	V.	Bos.	Mag.	12	Yes	MD.	Eng.	4	C.	Met.	Sp.	4.3	Sp.	TA	½El.	½El.	FTR.	Rod.	WS.	GC.	Wire.
Alfa Romeo	114	55	765x105	4-2.99x4.33	3	Det.	I.	4	Sep.	Al.	CC.	Heli.	Pre.	Pu.	Zen.	Wat.	V.	Bos.	Mag.	12	Yes	MD.	Eng.	4	C.	Met.	Sp.	3.8	Sp.	TA	½El.	½El.	FTR.	Rod.	WS.	GC.	Wire.
Alfa Romeo	135	55	820x120	6-2.95x4.33	4	Det.	I.	6	Sep.	Al.	CC.	Heli.	Pre.	Pu.	Zen.	Wat.	V.	Bos.	Mag.	12	Yes	MD.	Eng.	4	C.	Met.	Sp.	4.2	Sp.	TA	½El.	½El.	FTR.	Rod.	WS.	GC.	Wire.

Ansaldo	109	51	765x105	4-2.75x4.72	3	Det.	I.	4	Sep.	Al.	OH.	Bev.	Pre.	Pu.	Zen.	Wat.	G.	Mar.	Mag.	12	Yes	MD.	Eng.	3	C.	Met.	Sp.	4.6	Sp.	Sp.	½El.	½El.	FR.	Rib.	WW.	GC.	Wood.
Ansaldo	124	51	765x105	4-2.55x3.93	4	Det.	I.	6	Sep.	Al.	OH.	Bev.	Pre.	Pu.	Zen.	Wat.	G.	Mar.	Bat.	12	Yes	MD.	Eng.	3	C.	Met.	Sp.	4.6	Sp.	Sp.	½El.	½El.	FR.	Rib.	WW.	GC.	Wire.
Bianchi	116	51	765x105	6-2.55x3.93	4	Det.	I.	6	Sep.	Al.	OH.	Bev.	Pre.	Pu.	Zen.	Wat.	G.	Mar.	Bat.	12	Yes	MD.	Eng.	3	C.	Met.	Sp.	4.6	Sp.	Sp.	½El.	½El.	FR.	Rib.	WW.	GC.	Wire.
Ceirano	112	51	730x130	4-2.83x4.72	3	Det.	I.	4	Sep.	Al.	CC.	Chai.	Pre.	Pu.	Zen.	Wat.	G.	Mar.	Bat.	12	Yes	MD.	Eng.	3	C.	Met.	Sp.	4.6	Sp.	Sp.	½El.	½El.	FR.	Rib.	WW.	GC.	Wire.
Chiribiri	102	49	710x100	4-2.55x4.33	3	Det.	I.	4	Sep.	Al.	CC.	Chai.	Pre.	ThS.	Zen.	Wat.	V.	CAV.	Mag.	12	Yes	MD.	Eng.	3	C.	Met.	Sp.	4.6	Sp.	Sp.	½El.	½El.	FR.	Rib.	WW.	GC.	Wood.
Chiribiri	102	49	760x90	4-2.55x4.33	3	Det.	L.	4	Int.	Al.	CC.	Spur.	Pre.	Pu.	Zen.	Wat.	G.	Bos.	Mag.	12	Yes	SP.	Sep.	4	R.	Met.	Sp.	4	Sp.	Sp.	½El.	½El.	FR.	Rib.	WW.	GC.	Wire.

Ansaldo	109	51	765x105	4-2.75x4.72	3	Det	I	4	Sep	Al	OH	Bev	Pre	Pu	Zen	Wat	G	Mar	Mag	12	Yes	MD	Eng	3	C	Met	Sp	4.6	Sp	Sp	½El	½El	FR	Rib	WW	GC	Wood
Ansaldo	124	51	765x105	6-2.55x3.93	4	Det	I	6	Sep	Al	OH	Bev	Pre	Pu	Zen	Wat	G	Mar	Bat	12	Yes	MD	Eng	3	C	Met	Sp	4.6	Sp	Sp	½El	½El	FR	Rib	WW	GC	Wire
Ansaldo	116	51	765x105	6-2.55x3.93	4	Det	I	6	Sep	Al	OH	Bev	Pre	Pu	Zen	Wat	G	Mar	Bat	12	Yes	MD	Eng	3	C	Met	Sp	4.6	Sp	Sp	½El	½El	FR	Rib	WW	GC	Wire
Bianchi	112	51	765x105	4-2.83x4.72	3	Det	I	4	Sep	Al	CC	Chai	Pre	ThS	Zen	Wat	V	CAV	Mag	12	Yes	SP	Sep	4	R	Met	Sp	4	Sp	TT	½El	½El	FR	Rod	WW	GC	HS
Ceirano	112	51	730x130	4-2.55x4.33	3	Det	I	4	Sep	Al	CC	Spur	Pre	Pu	Zen	Wat	G	Bos	Mag	6	Yes	SP	Eng	4	C	Met	Sp	4.5	TT	TT	½El	½El	FR	Cab	WS	PG	Wire
Chiribiri	102	49	710x100	4-2.55x4.33	3	Det	L	4	Int	Al	CC	Chai	Pu	ThS	Zen	Wat	G	Mar	Mag	6	Yes	MD	Eng	4	C	Fab	Sp	4.5	TT	TT	½El	½El	R	Rod	WS	GC	HS
Chiribiri	102	49	760x90	4-2.55x4.33	5	Int	I	4	Sep	Al	OH	Bev	Pu	Pu	Zen	Wat	V	Bos	Mag	12	Yes	MD	Eng	4	C	Fab	Sp	4.28	TT	TT	½El	½El	FR	Rod	WS	GC	Wire
Diatto	118	55	820x120	4-3.11x3.93	3	Det	I	4	Sep	Al	OH	Bev	Pre	Pu	Zen	Wat	G	Bos	Mag	12	Yes	MD	Eng	4	R	Met	Sp	5	TT	TT	½El	Cant	FR	Rod	WW	PG	Wire
Fiat	100	48	715x115	4-2.24x3.81	2	Det	I	4	Int	Al	OH	Chai	Pre	ThS	Own	Wat	G	Own	Mag	12	Yes	MD	Eng	3	C	Met	Sp	6.01	TT	TT	½El	½El	FR	Cab	WS	PG	HS
Fiat	104	49	730x130	4-2.55x4.33	3	Det	L	4	Sep	Al	CC	Heli	Pre	Pu	Own	Wat	G	Own	Mag	12	Yes	MD	Eng	4	R	Met	Sp	5.1	TT	TT	½El	½El	FR	Rod	WW	PG	HS
Fiat	120	56	820x120	4-2.95x5.11	3	Det	L	4	Sep	Al	CC	Heli	Pre	Pu	Own	Wat	P	Own	Mag	12	Yes	MD	Eng	4	R	Met	Sp	4.8	TT	TT	½El	½El	FR	Rod	WW	PG	HS
Fiat	134	56	835x135	6-2.95x5.11	4	Det	I	6	Sep	Al	CC	Heli	Pre	Pu	Own	Wat	P	Own	Mag	12	Yes	MD	Eng	4	R	Met	Sp	4.8	TT	TT	½El	½El	FR	Rod	WW	PG	HS
Fiat	145	58	835x135	6-3.34x5.51	4	Det	I	6	Sep	Al	CC	Chai	Pre	Pu	Own	Wat	P	Own	Mag	12	Yes	MD	Eng	4	C	Met	Sp	4.18	TT	TT	½El	Cant	FR	Rod	WW	PG	HS
Isotta-Fraschini	145	56	895x135	8-3.34x5.51	9	Det	I	8	Sep	CI	CC	Chai	Pre	Pu	Zen	Wat	V	Bos	Mag	12	Yes	MD	Eng	3	R	Met	Sp	3.9	TT	TT	½El	½El	FR	Rod	WS	PG	Wire
Itala	118	55	775x145	6-2.55x3.93	7	Det	I	6	Int	Al	CC	Spur	Pre	Pu	Zen	Wat	V	Mar	Mag	12	Yes	MD	Eng	3	C	Met	Sp	4.7	TT	TT	½El	½El	FR	Cab	WW	PG	Wire
Lancia	122	52	765x105	4-2.95x5.11	3	Det	I	4	Sep	Al	OH	Heli	Pre	Pu	Zen	Wat	V	Bos	Mag	12	Yes	MD	Sep	3	C	Met	Sp	4.1	Sp	Sp	Coil	½El	FR	Cab	WW	GC	Wire
Lancia	133	52	895x135	8-2.95x5.11	5	Det	I	8	Sep	Al	OH	Heli	Pre	Pu	Zen	Wat	V	Bos	Mag	8	Yes	MD	Eng	4	C	Met	Sp	4.1	Sp	TA	½El	½El	FR	Rod	WW	GC	Wire
O.M.	110	52	765x105	4-2.71x3.93	3	Det	L	4	Sep	Al	CC	Heli	Pre	ThS	Zen	Wat	V	Bos	Bat	12	Yes	SP	Eng	4	R	Met	Sp	5.2	TT	TT	½El	½El	FR	Cab	WW	GC	Wire
O.M.	122	52	765x105	6-2.55x3.93	7	Det	L	6	Sep	Al	CC	Heli	Pre	ThS	Zen	Wat	V	Bos	M&B	12	Yes	SP	Eng	4	R	Met	Sp	5	TT	TT	½El	½El	FR	Rod	WW	GC	Wire
Spa	126	55	820x120	4-3.34x4.72	3	Det	L	4	Sep	Al	CC	Spur	Pre	Pu	Zen	Wat	G	Mar	Mag	12	Yes	MD	Eng	4	R	Met	Sp	4.1	TT	TT	½El	½El	FR	Rod	WS	GC	HS
Spa	126	55	820x120	4-3.34x4.72	3	Det	L	4	Sep	Al	CC	Spur	Pre	Pu	Zen	Wat	V	Mar	Mag	12	Yes	MD	Eng	4	R	Met	Sp	4.9	TT	TT	½El	½El	FR	Rod	WS	GC	HS
Spa	146	55	895x135	6-3.34x5.11	4	Det	I	6	Sep	CI	OH	Spur	Pre	Pu	Zen	Wat	V	Mar	Mag	12	Yes	MD	Eng	4	R	Met	Sp	3.8	TT	TT	½El	Cant	FR	Rod	WS	GC	Wire

BELGIAN

A.D.K.	110	51	730x130	4-2.75x4.12	3	Det	I	4	Sep	Al	CC	Spur	Pre	ThS	Sthe	None	G	Sci	Mag	6	Yes	Sp	Eng	4	C	Fab	Sp	4.7	Sp	Sp	½El	½El	FR	Rod	WN	PG	Disk
Aoust D'	100	45	700x80	4-2.32x3.93	2	Det	I	4	Sep	Al	CC	Spur	Pu	ThS	Zen	Wat	G	SEV	Mag	6	Yes	Co	Eng	3	C	Fab	ST		Sp	Sp	½El	½El	R	Rod	WW	PG	Disk
Aoust D'	110	49	765x105	4-2.63x5.51	3	Det	L	4	Sep	Al	CC	Spur	Pre	ThS	Zen	Wat	V	Bos	Mag	12	Yes	MD	Sep	4	C	Fab	ST		Sp	Sp	½El	½El	FR	Rod	WW	PG	Wire
Aoust D'	110	49	765x105	4-2.55x5.51	3	Int	L	4	Sep	CI	CC	Spur	Pre	ThS	Zen	Wat	V	Bos	Mag	12	Yes	MD	Sep	4	C	Fab	ST		Sp	Sp	½El	½El	R	Rod	WW	PG	Wire
Dasse	118	53	730x130	4-2.67x4.04	3	Det	I	4	Sep	Al	OH	Spur	Pre	ThS	Zen	Wat	V	Mar	Mag	12	Yes	Co	Eng	4	C	Fab	Sp	5.0	Sp	Sp	½El	½El	FTR	Rod	WW	PG	Disk
Dasse	137	55	905x165	4-3.54x5.51	3	Det	I	4	Sep	Al	OH	Spur	Pre	Pu	Zen	Wat	V	Mar	Gen	12	Yes	Co	Eng	3	C	Fab	Sp	4.6	Sp	Sp	½El	½El	FTR	Rod	WW	PG	Disk
Excelsior	140	57	840x130	6-3.54x5.51	7	Det	I	6	Sep	Al	OH	Bev	Pre	Pu	Zen	Exh	V	Bos	Gen	12	Yes	MD	TT	3	C	Met	Sp	3.7	TT	TT	½El	Cant	FR	Cab	WW	OC	Wire
F.N.	108	49	730x130	4-2.55x3.93	3	Det	I	4	Sep	Al	CC	Heli	Pre	ThS	Sol	Wat	V	Bos	Mag	12	Yes	SP	Eng	3	C	Met	Sp	4.3	Sp	Sp	½El	½El	FR	Cab	WS	PG	Wood
F.N.	118	53	820x120	4-2.95x4.73	3	Int	L	4	Sep	CI	CC	Heli	Pre	ThS	Sol	Wat	V	Bos	Mag	12	Yes	Co	Eng	4	C	Met	Sp	4.3	Sp	Sp	½El	½El	FR	Cab	WS	PG	Wood
Imperia	107	49	730x130	4-2.48x3.14	2	Det	Sl	4	Sep	Al	CC	Heli	Pu	ThS	Sol	Wat	V	Sci	Mag	12	Yes	SP	Eng	4	C	Fab	Sp	5.0	Sp	Sp	½El	½El	TR	Cab	WS	PG	Wood
Jewel	103	48	710x90	4-2.36x3.93	2	Int	L	4	Sep	CI	CC	Chai	Pu	ThS	Sol	Wat	G	Del	Mag	6	Yes	SP	RA	3	C	Fab	ST	4.6	Sp	Sp	½El	½El	R	Rod	WS	PG	Wire
Metallurgique	120	51	860x160	4-2.75x4.75	3	Det	I	4	Sep	Al	OH	Bev	Pre	Pu	Zen	Wat	V	Bos	Mag	12	Yes	MD	Eng	4	C	Met	Sp	5.0	TT	TT	½El	½El	FR	Cab	WS	PG	Wire
Miesse	122	58	820x120	4-2.71x5.11	3	Det	I	4	Int	Al	OH	Bev	Pre	Pu	Zen	Wat	V	SEV	Mag	12	Yes	MD	Eng	3	C	Met	Sp	5.3	Sp	Sp	½El	½El	FR	Cab	WS	PG	Wire
Miesse	145	58	895x135	8-2.71x5.11	5	Det	I	8	Int	Al	OH	Bev	Pre	Pu	Zen	Wat	V	SEV	Mag	12	Yes	MD	Eng	3	C	Met	Sp	5.3	Sp	Sp	½El	½El	FR	Cab	WS	PG	Wire
Minerva	122	55	820x120	4-3.14x4.40	3	Det	Sl	4	Sep	Al	CC	Chai	Pre	Pu	Sthe	Wat	V	Sci	Mag	12	Yes	MD	Eng	4	R	Met	Sp	4.9	TT	TT	½El	Cant	FR	Rod	WS	PG	Wire
Minerva	145	55	895x135	6-3.14x4.40	7	Det	Sl	6	Sep	Al	CC	Chai	Pre	Pu	Sthe	Wat	V	Sci	Mag	12	Yes	MD	Eng	4	R	Met	Sp	4.7	TT	TT	½El	Cant	FR	Rod	WS	PG	Wire
Minerva	149	55	895x135	6-3.54x5.51	7	Det	Sl	6	Sep	Al	CC	Chai	Pre	Pu	Sthe	Wat	V	Sci	Mag	12	Yes	MD	Eng	4	R	Met	Sp	4	TT	TT	½El	Cant	FR	Rod	WS	PG	Wire
Nagant	120	51	775x145	4-2.95x4.72	3	Det	I	4	Int	Al	CC	Heli	Pre	ThS	Sol	Wat	V	Ger	Mag	12	Yes	MD	Eng	4	C	Met	Sp	4.2	TT	TT	½El	Cant	FR	Cab	WS	PG	Wood
Nagant	136	57	860x160	6-2.83x4.72	4	Det	I	4	Int	Al	CC	Heli	Pre	ThS	Sol	Wat	V	Ger	Mag	12	Yes	MD	Eng	4	C	Met	Sp	4.1	TT	TT	½El	½El	FR	Cab	WS	PG	Wood
P.M.	120	49	775x145	4-2.48x4.04	3	Det	I	4	Int	Al	OH	Bev	Pre	ThS	Coz	Wat	V	Saga	Mag	12	Yes	MD	Eng	4	C	Met	Sp	5.1	TT	TT	½El	¼El	TF	Rod	WS	PG	Wood

GERMAN

Adler	110	47	775x145	4-2.63x4.33	3	Det	L	4	Sep	Al	CC	Spur	Pre	ThS	Pal	Exh	V	Bos	Mag	12	Yes	SP	Eng	4	C	Fab	Sp	5	TT	TT	½El	½El	FR	Rod	WS	PG	Disk
Adler	132	53	820x120	6-2.63x4.79	4	Det	L	6	Sep	Al	CC	Spur	Pre	Pu	Pal	Exh	V	Bos	Mag	12	Yes	SP	Eng	4	C	Fab	Sp	4.5	TT	TT	½El	½El	FR	Rod	WN	PG	Wire
Adler	143	55	895x135	6-3.14x6.1	4	Det	L	6	Sep	Al	CC	Spur	Pre	Pu	Pal	Exh	V	Bos	Mag	12	Yes	SP	Eng	4	C	Fab	Sp	4.2	TT	TT	½El	½El	FR	Rod	WN	PG	Wire
Aga	100	45	760x100	4-2.51x4.33	4	Int	L	4	Sep	Al	CC	Heli	Pre	TnS	Sol	Wat	V	Bos	Mag	12	Yes	Co	Eng	3	C	Met	Sp	5.3	Sp	Sp	½El	½El	FR		Rod	GC	HS
Apollo	101	46	715x115	4-2.16x3.62	2	Int	I	4	Sep	Al	CC	Spur	Spl	ThS	Sol	Wat	G	Bos	Mag		Yes	Co	Sep	3	C	Met	Sp	4.7	RR	TT	Trans	¼El	R		Rod	OC	HS
Audi	157	57	860x180	6-3.54x4.79	7	Det	I	6	Sep	Al	OH	Bev	Pre	Pu	Zen	Exh	V	Bos	Mag	12	Yes	MD	Eng	4	C	Met	Sp	4.6	TT	TT	½El	½El	FR		SN	PG	Opt
Badenia	118	53	815x105	6-2.63x3.85	4	Int	I	6	Sep	Al	OH	Bev	Pu	ThS	Sol	Exh	V	Bos	Mag	12	Yes	MD	Eng	4	C	Met	ST	4.5	Sp	TT	½El	½El	R		SN	GC	Wood
Beckmann	122	53	730x130	4-3.18x3.93		Int	L	4	Sep	Al	CC	Chai	Pu	ThS	Sol	Exh	V	Bos	Mag	12	Yes	Co	Sep	4	C	Met	ST	3.8	TT	TT	½El	½El	FTR	Rod	SN	PG	Wood
Benz	123	53	820x120	4-3.14x5.11	3	Int	L	4	Sep	CI	CC	Chai	Pu	Pu	Zen	Exh	V	Bos	Mag	12	Yes	Co	Sep	4	R	Met	Sp	4.6	RR	TT	½El	½El	FTR	Rod	SN	GC	Wood
Benz	137	56	880x135	6-3.14x5.42	4	Int	L	3	Sep	CI	CC	Chai	Pu	Pu	Zen	Exh	V	Bos	Mag	12	Yes	Co	Sep	4	R	Met	Sp	4.6	RR	TT	½El	½El	FTR	Rod	SN	GC	Wood
B.F.A.	111	48	710x100	3-2.62x4	2	Int	N	3	Sep	Al	No		Spl	ThS	Kie	Exh	G	Bos	Mag	12	Yes	MD	Sep	3	R	Met	ST		TT	TT	¼El	½El	R	Cab	WS	OC	Wire
B.F.A.	119	48	810x105	6-2.62x4	4	Int	N	3	Sep	Al	No		Spl	TnS	Kie	Exh	G	Bos	Mag	12	Yes	MD	Sep	3	R	Met	ST		TT	TT	½El	½El	R	Cab	WS	OC	Wire
Brennabor	106	50	730x130	4-2.75x4.0	3	Det	I	4	Int	Al	CC	Spur	Pre	TnS	Sol	Exh	G	Mea	Mag	6	Yes	SP	Eng	3	C	Met	Sp	4.5	Sp	Sp	½El	¼El	FR		WS	PG	Wood
Brennabor	125	53	820x120	4-3.14x4.08	3	Det	I	4	Int	Al	CC	Spur	Pre	Pu	Sol	Exh	V	Mea	Mag	12	Yes	Co	Sep	4	R	Met	Sp	5	Sp	TT	½El	½El	FR		WS	PG	Wood
Carolus	110	47	710x90	4-2.75x4.0	3	Int	L	4	Int	Al	CC	Spur	Spl	ThS	Pal	Exh	G	Bos	Mag	12	Yes	Co	Sep	4	R	Met	ST		TT	TT	¼El	½El	R	Rod	WW	GC	Wood
Cyklon	98	45	730x130	4-2.59x3.74		Int	L	4	Sep	Al	CC	Spur	Spl	ThS	Zen	Wat	V	Bos	Mag	12	Yes	Co	Sep	4	R	Met	ST	5	Sp	Sp	½El	½El	R	Rod	SN	OC	Wood
D-Wagen	116	47	710x100	4-2.75x3.37		Det	I	4	Sep	Al	CC	Spur	Pu	ThS	Pal	Exa	G	Bos	Mag	12	Yes	SP	Eng	3	R	Met	ST	6.1	TT	TT	½El	½El	R	Rod	SN	GC	Wood
Diabolo, 3-wheel	91	43	650x70	2-3.25x4.10	2	Int	F	1	Sep	CI	CC	Spur	Pu	ThS	Pal	Exh	G	Bos	Mag	12	Opt	Co	RA	2	R	No	Ch	6.01			Coil	½El	R	Rod	Spec	GC	Wire
Dines	115	43	815x105	4-3.14x4.25	3	Det	I	4	Int	Al	OH	Heli	Pu	Pu	Pal	Wat	V	Bos	Bat	12	Yes	Co	Eng	4	R	Met	Sp	4	TT	TT	½El	½El	TR	Rod	SN	OC	Wire
Dixi	112	48	765x105	4-2.75x4.0	3	Int	L	4	Sep	Al	CC	Chai	Pu	ThS	Zen	None	V	Bos	Mag	12	Yes	Co	Sep	4	R	Met	ST	4.5	Sp	TT	½El	Cant	FR	Rod	WN	PG	Wire
Durkopp	115	49	32x620	4-3.18x3.93	3	Det	L	4	Sep	Al	CC	Heli	Pre	ThS	Sol		V	Bos	Mag	12	Yes	SP	Eng	4		Met	Sp	5.3	TT	TT	½El	½El	FR	Cab	WW	OC	HS

ABBREVIATIONS:
Al—Aluminum
Ama—Amac
AmB—American Bosch
Bat—Battery
Bd—Band
Be—Belt
Bev—Bevel Gear
Ble—Bleriot
Bos—Bosch
C—Center
Cab—Cable
Cant—Cantilever
CC—Crankcase
Ch— / **Chai**— } Chain
CI—Cast Iron
Co—Cone
Clau—Claudel
Coz—Cozette
D 6¼ El—Double ¼ Elliptic
Del—Delco
Det—Detachable
Dir—Direct
Duc—Ducellier
Eis—Eiseman
El—Elliptic
Eng—Unit with Engine
Ex—Expanding
Exh—Exhaust
F—"F" Head
Fab—Fabric
Fr—Friction
FR—Front and Rear
FT—Front and Transmission
FTR—Front, Transmission, and Rear
G—Gravity
Gad—Gadot
Gau—Gaumont
GC—Grease Cups
HB—Herringbone Gear
HS—Hollow Spoke
Heli—Helical Gear
I—Valves in Head
Int—Integral
Kie—Kiesel
L—"L" Head
Maf—Mafam
Mag—Magnesium (Piston material)
Mag—Magneto (Current source)
M&B—Magneto and Battery
Marc—Marchal
Mar—Marelli
Met—Metal
N—Valveless (2 Stroke)
N-E—North East
No—None
OC—Oil Cups
OH—Overhead
Opt—Optional
Pal—Pallas
P— / **Pre**— } Pressure
Plat—Platform
P.Rh—Paris Rhone
Pu—Pump
R—Right (Gearshift lever location)
R—Rear (Brakes)
Ra—Rack
RA—Unit with Rear Axle
R-B—Robert Bosch
Rib—Steel Ribbons
RR—Radius Rods
Sag—Saga
Sch—Schlee
Sci—Scintilla
Sep—Separate Unit
Sl—Sleeve Valve
SN—Screw and Nut
Sol—Solex
Sp—Spring (Torque & Propulsion)
Sp—Spiral Bevel (Rear Axle)
SP—Single Plate
Spec—Special
Spl—Splash
Spur—Spur Gear
ST—Straight Bevel
TA—Torque Arms
T ½ El—Transverse ½ Elliptic
ThS—Thermo syphon
TR—Transmission and Rear wheels
Trans—Transverse
TT—Torque Tube
V—Vacuum
Vic—Victrix
Wat—Water
WN—Worm and Nut
Wo—Worm Drive
WS—Worm and Sector
WW—Worm and Wheel
Zen—Zenith

Continental Passenger Car Chassis Specifications—Continued

GERMAN—*Cont.*

MAKE AND MODEL	Wheelbase (In.)	Tread (In.)	Tire Size (Millimeters)	ENGINE: No. of Cylinders Bore and Stroke (In.)	No. of Main Bearings	Cylinders: Head	Valve Arrangement	No. Cast in One Block	Cast with Upper Half of Crankcase	Camshaft: Location	Camshaft: Drive	Piston Material	Oiling System	Water Circulation	Fuel System: Carburetor Make	Fuel System: Intake Heated By	Fuel System: Fuel Feed	ELECTRICAL SYSTEM: Ignition System Make	Current Sources	Battery Voltage	Equipped with Electrical Starter	TRANSMISSION: Clutch Type	Gearset: Location	Gearset: No. of Forward Speed	Gearset: Position of Lever	Universal Joints Type	Rear Axle: Final Drive	Rear Axle: Gear Ratio	Rear Axle: Propulsion Taken By	Rear Axle: Torque Taken By	RUNNING GEAR: Springs: Front—Type	Springs: Rear—Type	Steering—Gear—Type: Location	Steering—Gear—Type: Operated Through	Steering—Gear—Type: Steering—Gear—Type	Chassis Lubrication	Wheels Standard Equipment
Durkopp	135	53	820x135	6-3.18x3.93	4	Det.	L.	6	Sep.	Al.	CC.	Heli.	Pre.	ThS.	Sol.		V.	Bos.	Mag.	12	Yes	SP.	Eng.	4		Met.	Sp.	4.8	TT.	TT.	½El.	½El.	FR.	Cab.	WW.	OC.	HS.
Dux	139	55	880x120	6-3.22x5.51	4	Int.	L.	6	Sep.	Al.	CC.	Chai.	Pre.	Pu.	Sol.	Wat.	P.	Bos.	Mag.	12	Yes	SP.	Sep.	4	R.	Met.	Sp.	3.9	TT.	TT.	½El.	½El.	FR.	Rod.	SN.	GC.	Wood.
Ego	108	51	730x130	4-2.63x3.74	3	Det.	L.	4	Int	Al.	CC.	Spur.	Pu.	ThS.	Sol.	Wat	G.	Mea	Mag.	12	Yes	SP.	Sep.	3	C.	Met.	ST.	4.5	TT.	TT	½El.	Cant.	FTR.	Rod.	SN.	OC.	Disk.
Elitewerke	135	57	880x120	4-3.31x5.51	3	Int.	L.	4	Sep.	Al.	CC.	Chai.	Pu.	Pu.	Zen.	Exh.	V.	Bos.	Mag.	12	Yes	MD.	Sep.	4	R.	Met.	Sp.	4.9	TT	TT	½El.	½El	FR.	Rod.	SN.	GC.	Wood.
Elitewerke	145	57	895x135	6-3.31x5.51	4	Int.	L.	6	Sep.	Al.	CC.	Chai.	Pu.	Pu.	Zen.	Exh.	V.	Bos.	Mag.	12	Yes	MD.	Sep.	4	R.	Met.	Sp.	4.9	TT	TT	½El.	½El	FR.	Rod.	SN.	GC.	Wire.
Fadag	122	53	815x105	4-3.14x3.93	3	Int.	L.	4	Sep.	Al.	CC.	Chai.	Pre.	ThS.	Pal.	Exh.	V.	Bos.	Mag.	12	Yes	MD.	Sep.	4	R.	Met.	Sp.	4.4	TT	TT	½El.	½El.	FTR.	Rod.	SN.	GC.	Wire.
Fadag	132	55	820x135	6-2.75x3.37	4	Det.	I.	6	Sep.	Al.	OH.	Heli.	Pu.	ThS.	Zen.	Exh.	V.	Bos.	Mag.	12	Yes	MD.	Sep.	4	R.	Met.	Sp.	4.2	TT	TT	½El.	½El	FTR.	Rod.	SN.	GC.	Wire.
Fafnir	128	51	820x120	4-2.99x5.0	3	Int.	L.	4	Sep.	M.	CC.	Chai.	Pre.	ThS.	Zen.	Exh.	V.	Bos.	Mag.	12	Yes	Co.	Eng.	4	R.	Met.	Sp.	4.3	TT	TT	½El.	Cant.	TR.	Rod.	SN.	PG.	Disk.
Falcon	118	53	730x130	4-2.75x4.10	3	Det.	L.	4	Sep.	Al.	CC.	Heli.	Pu.	Pu.	Zen.	Exh.	V.	Bos.	Mag.	12	Yes	MD.	Eng.	4	R.	Met.	ST.	4.4	Sp.	TT	½El.	½El.	FTR.	Rod.	SN.	GC.	Wire.
Faun	112	53	765x105	4-2.51x4.33	2	Det.	I.	4	Sep.	CI.	OH.	Bev.	Pre.	ThS.	Sol.	Wat.	G.	Bos.	Mag.	12	Yes	SP.	Eng.	3	C.	Met.	Sp.	4.5	TT	TT	½El.	Cant.	FR.	Rod.	WS.	OC	HS.
Freia	104	43	730x130	4-2.52x4	2	Det.	I.	4	Sep.	Al.	OH.	Heli.	Pu.	ThS.	Sol.	Wat.	G.	Bos.	Mag.	12	Yes	Co.	Eng.	4	C.	Met.	ST.	4.4	TT	TT	½El.	½El.	FR.	Rod.	WW.	GC.	Wire.
Fulmina	126	49	815x105	4-3.14x5.11	3	Int.	L.	4	Sep.	CI.	CC.	Chai.	Pu.	ThS.	Zen.	Exh.	V.	Bos.	Mag.	12	Yes	Co.	Sep.	4	R.	Met.	ST.	4.2	RR.	TT	½El.	Cant.	FR.	Rod.	SN.	GC.	Wood.
Fulmina	132	51	875x125	4-3.54x5.51	3	Int.	L.	4	Sep.	CI.	CC.	Chai.	Pu.	ThS.	Zen.	Exh.	V.	Bos.	Mag.	12	Yes	Co.	Sep.	4	R.	Met.	ST.	4	RR.	TT	½El.	Cant.	FR.	Rod.	SN.	GC.	Wood.
Fulmina	136	53	880x135	4-3.93x5.11	3	Int.	L.	4	Sep.	CI.	CC.	Chai.	Pu.	Pu.	Zen.	Exh.	V.	Bos.	Mag.	12	Yes	Co.	Sep.	4	R.	Met.	ST	3.8	RR.	TT	½El.	Cant.	FR.	Rod.	SN.	GC.	Wood
Fulmina	93	47	715x115	4-2.51x3.77	2	Det.	I.	4	Int.	Al.	CC.	Spur.	Pu.	ThS.	Sol.	Wat.	G.	Bos.	Mag.	12	Yes	Co.	Eng.	4	C.	Fab.	Sp.	3.64	Sp.	TT	½El.	Cant.	FTR.	Rod.	SN.	OC.	Disk.
Garbaty	112	47	710x100	2-2.75x4.1	2	Int.	N.	1	Sep.	Al.			Pu.		Own.	None	G.	Bos.	Mag.		Opt	No.	Sep.		Fr.	No.	Ch.	5.6	Sp.	Sp.	¼El.	¼El.	R.	Rod.	Cab.	GC.	Disk.
Grade	119	47	730x130	4-2.51x4.0	2	Det.	L.	4	Int.	Al.	OH.	Bev.	Pu.	ThS.	Pal.	Wat.	G.	Opt	Mag.	12	Yes	MD.	Eng.	3	C.	Met.	Sp.	4.5	TT	TT	½El.	½El.	FR.	Rod.	WS.	PG	Wire.
Hanomag	75	36	710x90	1-3.14x3.93	2	Det.	I.	1	Sep.	Al.	CC.	Spur.	Pu.	ThS.	Pal.	None	G.	Bos.	Mag.	12	Yes	SP.	Eng.	3	C.	No.	Ch.	5.6	Sp.	Sp.	Trans.	Coil.	R.	Rod.	WS.	OC.	Wood.
Hansa	125	50	760x147	4-3.04x4.33	3	Int.	L.	4	Sep.	CI.	CC.	Chai.	Pu.	ThS.	Pal.	Exh.	V.	Bos.	Mag.	12	Yes	MD.	Sep.	4	C.	Fab.	ST.	4.5	Sp.	TT	½El.	¾El.	FTR.	Rod.	SN.	OC.	HS.
Hansa-Lloyd	139	57	860x185	8-3.14x4.51	9	Det.	I.	8	Int.	Al.	OH.	Bev.	Pre.	Pu.	Zen.	Wat.	V.	Bos.	Mag.	12	Yes	MD.	Eng.	4	C.	Met.	Sp.	4.7	TT	TT	½El.	½El.	FR.	Cab.	WS.	PG.	Wire.
Hataz	87	47	710x90	4-2.37x3.62	3	Det.	L.	4	Int.	Al.	CC.	Heli.	Pre.	ThS.	Zen.	Wat.	V.	Bos.	Mag.	12	Yes	Co.	Sep.	3	R.	Met.	ST.	4.2	Sp.	TT	½El.	½El.	R.	Rod.	WS.	GC.	Wire.
Heim	118	53	765x105	4-3.25x4.10	3	Int.	L.	4	Sep.	Al.	CC.	Chai.	Pu.	ThS.	Sol.	Exh.	G.	Bos.	Mag.	12	Yes	Co.	Sep.	3	R.	Fab.	ST.	4.5	SP.	TT	Trans.	½El.	TR.	Rod.	SN.	OC.	Wood.
Heim	118	53	765x105	6-2.75x4.25	4	Det.	I.	6	Sep.	Al.	OH.	Bev.	Pre.	Pu.	Zen.	Exh.	G.	Bos.	Mag.	12	Yes	Co.	Sep.	3	R.	Fab.	ST.	3.6	SP.	TT	Trans.	½El.	FR.	Rod.	SN.	OC.	Wood.
Helios	86	44	700x90	2-2.83x3.56	2	Det.	L.	2	Sep.	CI.	CC.	Spur.	Pu.	ThS.	Pal.	Exh.	G.	Bos.	Mag.	12	Yes	Co.	Eng.	3	R.	Fab.	ST.		Sp.	Sp.	½El.	½El.	R.	Cab.	SN.	GC.	Disk.
Hildebrand	106	43	710x100	4-2.75x4.10	3	Int.	L.	4	Sep.	Al.	CC.	Spur.	Pu.	ThS.	Zen.	Exh.	V.	Mea	Mag.	12	Yes	Co.	Sep.	4	R.	Met.	ST.		SP.	TT	½El.	Cant.	TR.	Rod.	WW.	GC.	HS.
Horch	130	56	840x157	4-3.14x5.11	4	Det.	I.	4	Int.	Al.	OH.	Heli.	Pre.	Pu.	Zen.	Wat.	V.	Bos.	Mag.	12	Yes	MD.	Eng.	4	R.	Met.	Sp.	4.7	TT	TT	½El.	½El.	FR.	Rod.	WS.	OC	HS.
Koco	94	46	700x 90	2-2.37x3.56	2	Int.	L.	1	Sep.	CI.	CC.	Spur.	Pu.	ThS.	Pal.	Exh.	G.	Bos.	Mag.	12	Yes	SP.	RA.	2	R.	No.	Ch.		RR.	Sp.	½El.	¼El.	R.	Cab.	Spec.	GC.	Wood.
Koco	94	46	710x100	2-3.75x3.75	2	Int.	L.	1	Sep.	Al.	CC.	Spur.	Pu.	ThS.	Pal.	Exh.	G.	Bos.	Mag.	12	Yes	SP.	RA.	2	R.	No.	Ch.		RR.	Sp.	½El.	¼El.	R.	Cab.	Spec.	GC.	Wood.
Koerting	117	50	765x105	4-2.83x3.93	3	Int.	L.	4	Sep.	Al.	CC.	Chai.	Pu.	ThS.	Sol.	Wat.	G.	Bos.	Mag.	12	Yes	SP.	Eng.	3	R.	Fab.	ST.		RR.	TT	½El.	Cant.	TR.	Rod.	SN.	GC.	Wood.
Koerting	117	50	765x105	4-3.25x4.1	3	Int.	L.	4	Sep.	Al.	CC.	Chai.	Pu.	ThS.	Sol.	Wat.	G.	Bos.	Mag.	12	Yes	SP.	Eng.	3	R.	Fab.	ST.		RR.	TT	½El.	Cant.	TR.	Rod.	SN.	GC.	Wire.
Komet	90	43	700x65	4-2.37x3.56	3	Int.	L.	4	Sep.	Al.	CC.	Spur.	Pu.	ThS.	Zen.	Exh.	G.	Eis.	Mag.	12	Yes	Co.	Eng.	3	R.	Met.	Wo.		RR.	TT	½El.	½El.	R.	Rod.	SN.	GC.	HS.
Kommnick	126	53	810x105	4-3.22x4.25	4	Det.	I.	4	Int.	Al.	OH.	Bev.	Pre.	Pu.	Pal.	Wat.	G.	Bos.	Mag.	12	Yes	SP.	Sep.	3	R.	Fab.	Sp.	4.3	TT	TT	½El.	Cant.	FR.	Rod.	WW.	OC.	Disk.
Leichtauto	79	39	600x65	1-2.19x2.50	2	Det.	L.	1	Sep.	Al.	CC.	Spur.	Pu.	ThS.	Sol.	None	G.	Mea	Mag.	12	Opt	MD.	Eng.	2	R.	No.	Ch.		RR.	Sp.	Spec.	Spec.	R.	Cab.	Spec.	GC.	Wire.
Leichtauto	79	39	600x65	1-2.75x3.61	2	Det.	L.	1	Sep.	Al.	CC.	Spur.	Pu.	ThS.	Sol.	None	G.	Mea	Mag.	12	Opt	MD.	Sep.	3	R.	No.	Ch		RR.	Sp.	Spec.	Spec.	R.	Cab.	Spec.	GC.	Wire.
Ley	116	51	745x145	4-3.14x3.93	3	Det.	L.	4	Sep.	Al.	CC.	Heli.	Pu.	ThS.	Zen.	Wat.	V.	Bos.	Mag.	12	Yes	MD.	Eng.	4	C.	Fab.	Sp.	4.9	Sp.	Sp.	½El.	½El.	FR.	Rod.	WS.	OC.	HS.
Ley	125	55	820x120	4-3.42x5.11	3	Int.	L.	4	Sep.	Al.	CC.	Heli.	Pre.	Pu.	Zen.	Wat.	V.	Bos.	Mag.	12	Yes	MD.	Eng.	4	C.	Met.	ST.	4.2	TT	TT	½El.	½El.	FR.	Rod.	WS.	OC.	HS.
Lipsia	103	52	810x105	4-2.75x4.60	3	Int.	L.	4	Sep.	Al.	CC.	Heli.	Pu.	ThS.	Zen.	Wat.	V.	Bos.	Mag.	12	Yes	Co.	Eng.	3	R.	Met.	Sp.		Sp.	Sp.	½El.	½El.	R.	Rod.	SN.	GC.	Wire.
Luther & Bayer	92	42	710x90	4-2.37x3.56	3	Int.	L.	4	Sep.	CI.	CC.	Heli.	Pu.	ThS.	Sol.	Exh.	G.	Bos.	Mag.	12	Yes	Co.	Sep.	3	R.	Fab.	ST.		Sp.	Sp.	½El.	¼El.	R.	Cab.	WS.	GC.	Wire.
Lux	98	45	765x105	4-2.56x4.1	2	Int.	I.	4	Sep.	Al.	CC.	Spur.	Pu.	ThS.	Sol.	Exh.	G.	Bos.	Mag.	12	Yes	MD.	Sep.	3	R.	Fab.	ST.		Sp.	Sp.	½El.	½El.	R.	Rod.	SN.	GC.	Wire.
Magnet	90	40	715x115	4-2.43x3.37	2	Int.	F.	2	Sep.	CI.	CC.	Spur.	Pu.	ThS.	Pal.	None	G.	Bos.	Mag.	12	Yes	Co.	Sep.	3	R.	Met.	ST.		TT	TT	Trans.	Cant.	R.	Rod.	WS.	GC.	Disk.
Maja	118	42	715x105	2-2.71x2.71	2	Int.	L.	1	Sep.	Al.	CC.	Spur.	Pu.		Pal.	None	G.	Bos.	Mag.	12	Yes	Co.	Sep.	3	R.	Fab.	Sp.		Sp.	Sp.	¼El.	¼El.	R.	Cab.	Cab.	GC.	Disk.
Mannesmann	101	47	710x90	4-2.64x3.62	3	Det.	L.	4	Sep.	Al.	CC.	Heli.	Pu.	ThS.	Sol.	Exh.	V.	Bos.	Mag.	12	Yes	SP.	Sep.	3	C.	Fab.	Sp.	5.3	Sp.	Sp.	½El.	½El.	FR.	Rod.	WS.	PG.	Wire.
Mauser	104	47	730x130	4-2.68x4.24	3	Det.	I.	4	Sep.	Al.	CC.	Spur.	Pre.	ThS.	Pal.	Wat.	V.	Bos.	Mag.	12	Yes	SP.	Sep.	3	C.	Met.	Sp.	4.2	TT	TT	½El.	Cant.	FR.	Rod.	SN.	PG.	Wire.
Maybach	144	58	893x150	6-3.74x5.3	7	Int.	L.	6	Int.	CI.	CC.	Heli.	Pre.	Pu.	Own.	Wat.	V.	Bos.	Mag.	12	Yes	Ex.	Eng.	2	C	Met.	Sp.	4.5	TT	TT	½El.	½El.	FR.	Rod.	SN.	GC.	Disk.
Mayr	94	40	650x65	2-2.75x2.75	2	Int.	N.	1	Int.	Al.			Spl		Sol.	None	G.	Bos.	Mag.	12	No	SP.	RA.	2	R.	No.	Ch.		RR.	Sp.	Coil.	½El.	FR.	Rod.	Cab.	GC.	Wire.
Mercedes	143	56	895x135	6-3.14x5.11	4	Int.	I.	6	Sep.	Al.	OH.	Bev.	Pre.	Pu.	Own.	Exh.	V.	Bos.	Mag.	12	Yes	MD.	Eng.	4	C.	Met.	Sp.	4.8	TT	TT	½El.	Cant.	FR.	Rod.	SN.	PG.	Wood.
Mercedes	145	56	840x130	6-3.70x5.90	4	Int.	I.	6	Sep.	Al.	OH.	Bev.	Pre.	Pu.	Own.	Exh.	V.	Bos.	Mag.	12	Yes	MD.	Eng.	4	C.	Met.	Sp.	4	TT	TT	½El.	Cant.	FR.	Rod.	SN.	PG.	Wood.
Moeck-Gebr	106	45	710x105	4-2.56x3.87	3	Int.	L.	4	Sep.	Al.	CC.	Spur.	Pu.	ThS.	Sch.	Wat.	G.	Mea	Mag.	12	Yes	Co.	Sep.	4	R.	Fab.	Sp.		Sp.	Sp.	½El.	½El.	TR.	Rod.	WS.	GC.	Wire.
Molkamp	137	55	820x135	6-2.75x4.40	3	Det.	I.	6	Sep.	Al.	OH.	Spur.	Pre.	ThS.	Zen.	Exh.	V.	Bos.	Mag.	12	Yes	SP.	Eng.	4	C.	Met.	Sp.	4.4	TT	TT	½El.	½El.	FR.	Rod.	SN.	PG.	Wire.
Molkamp Ceirano	102	51	760x90	4-2.55x4.33	4	Det.	I.	4	Sep.	Al.	CC.	Spur.	Pre.	Pu.	Zen.	Exh.	V.	Bos.	Mag.	12	Yes	SP.	Eng.	4	C.	Met.	Sp.	4.4	TT	TT	½El.	½El.	FR.	Rod.	WW.	GC.	Wire.
Nawa Nawa	105	47	730x130	4-2.79x3.85	4	Int.	L.	4	Sep.	CI.	CC.	Spur.	Pu.	ThS.	Zen.	Exh.	G.	Maf.	Mag.	12	Yes	SP.	Eng.	3	R.	Met.	Sp.		TT	TT	½El.	½El.	FR.	Rod.	SN.	GC.	Disk.
NAG	130	53	760x157	4-3.07x5.34	4	Det.	I.	4	Sep.	CI.	CC.	Spur.	Pre.	Pu.	Zen.	Exh.	V.	Bos.	Mag.	12	Yes	Co.	Sep.	4	C.	Met.	Sp.	4.5	TT	TT	½El.	½El.	FR.	Rod.	WN.	PG.	HS.
NAG	133	56	840x157	6-2.91x4.72	6	Det.	I.	4	Sep.	CI.	CC.	Spur.	Pre.	Pu.	Pal.	Exh.	V.	Bos.	Mag.	12	Yes	Co.	Sep.	3	C.	Met.	Sp.	4.5	TT	TT	½El.	½El.	FR.	Rod.	WN.	PG.	HS.
NSU	98	45	710x90	4-2.67x3.54	3	Int.	L.	4	Sep.	Al.	CC.	Spur.	Pu.	ThS.	Zen.	Exh.	V.	Eis.	Mag.	12	Yes	Co.	Sep.	4	R.	Met.	ST.		Sp.	Sp.	½El.	½El.	TR.	Rod.	SN.	GC.	Wire.
NSU	119	50	815x105	4-3.07x4.33	3	Int.	L.	4	Sep.	Al.	CC.	Spur.	Pu.	ThS.	Zen.	Exh.	V.	Bos.	Mag.	12	Yes	MD.	Sep.	4	R.	Met.	ST.		Sp.	Sp.	½El.	½El.	TR.	Rod.	SN.	GC.	Wire.
Omikron	99	40	710x90	4-2.63x3.62	2	Int.	L.	4	Sep.	Al.	CC.	Heli.	Pu.	ThS.	Sol.	Exh.	G.	Mea	Mag.	12	Yes	MD.	Sep.	3	R.	Met.	ST.		TT	TT	½El.	Cant.	R.	Rod.	WW.	GC.	Wire.
Onnasch, 3-wheel	98	44	650x65	1-2. x2.37	2	Det.	L.	1	Sep.	CI.	No	No.	Spl	ThS.	Pal.	Exh.	G.	Bos.	Mag.		No	SP.	Eng.	3	R.	No.	BE.		Sp.	Sp.	Spec.	Spec.	R.	Cab.	Cab.	GC.	Wire.
Onnasch	98	53	700x80	2-2.25x3.0	2	Det.	L.	4	Sep.	CI.	CC.	Spur.	Pu.	ThS.	Pal.	Exh.	G.	Bos.	Mag.	12	Yes	SP.	Eng.	3	R.	No.	Ch.		Sp.	Sp.	¼El.	¼El.	R.	Cab.	Cab.	GC.	Wire.
Opel	99	46	715x115	4-2.36x3.54	2	Det.	L.	4	Sep.	CI.	CC.	Spur.	Pu.	ThS.	Sol.	Wat.	G.	Bos.	Mag.	12	Yes	SP.	Eng.	3	C.	Fab.	Sp.	5	Sp.	Sp.	¼El.	¼El.	TR.	Rod.	WS.	GC.	Disk.
Opel	119	57	775x145	4-3.50x4.1	3	Det.	L.	4	Sep.	CI.	CC.	Spur.	Pu.	ThS.	Sol.	Exh.	V.	Bos.	Mag.	12	Yes	SP.	Eng.	3	C.	Met.	Sp.	5	TT	TT	½El.	Cant.	FTR.	Rod.	WS.	GC.	Disk.
Perl	103	47	715x115	4-2.28x3.46	2	Det.	I.	4	Sep.	Al.	CC.	Spur.	Pu.	ThS.	Sol.	None	G.	Bos.	Mag.	6	Yes	Co.	Eng.	3	C.	Fab.	Sp.		Sp.	TT	¼El.	¼El.	FR.	Rod.	WS.	PG.	Disk.
Peter & Moritz	118	40	715x116	2-3.30x4.72	2	Int.	L.	1	Sep.	Al.	CC.	Spur.	Pu.	ThS.	Sol.	Wat.	G.	Bos.	Mag.	12	Yes	MD.	Eng.	2		Fab.	Wo.		Sp.	Sp.	¼El.	¼El.	R.	Rod.	WS.	GC.	Wire.
Pilot	102	47	710x90	4-2.75x3.56		Det.	I.	4	Sep.	Al.	OH.	Heli.	Pu.		Zen.	Exh.	V.	Bos.	Mag.	12	Yes	SP.	Eng.	4	R.	Met.	ST.		TT	TT	½El.	½El.	FR.	Rod.	SN.	GC.	Wire.
Phaenomen	108	53	730x130	4-2.67x4.1	3	Int.	L.	4	Sep.	CI.	CC.	Chai.	Pu.	Pu.	Sol.	Wat.	V.	Bos.	Mag.	12	Yes	SP.	Eng.	4	R.	Met.	ST.		TT	TT	½El.	½El.	FR.	Rod.	SN.	GC.	Wire.
Phaenomen	130	55	835x135	4-3.34x5.42	3	Det.	I.	4	Sep.	CI.	CC.	Chai.	Pu.	Pu.	Sol.	Wat.	V.	Bos.	Mag.	12	Yes	SP.	Eng.	4	R.	Met.	ST.		TT	TT	½El.	½El.	FR.	Rod.	SN.	GC.	Wire.
Phaenomobil, 3-wheel	110	53	710x100	4-2.91x3.56	3	Det.	I.	4	Sep.	Al.	OH.	Bev.	Pu.	Pu.	Sol.	Wat.	V.	Bos.	Mag.	12	Yes	SP.	Eng.	4	R.	Met.	ST.		TT	TT	½El.	½El.	FR.	Rod.	SN.	GC.	Wire.

Pilot	102	47	710x90	4-2.75x3.56		Det	I	4	Sep	Al	OH	Heli	Pu	ThS	Zen	Exh	V	Bos	Mag	12	Yes	SP	Eng	4	R	Met	ST		TT	TT	¼El	Cant	R	Rod	WW	OC	Wire
Phaenomen	108	53	730x130	4-2.67x4.1	3	Int	L	4	Sep	Cl	CC	Chai	Pu	Pu	Sol	Wat	V	Bos	Mag	12	Yes	Co	Sep	3	R	Met	ST	5.2	TT	TT	½El	½El	FR	Rod	WS	PG	Wood
Phaenomen	130	55	835x135	4-3.34x5.42	3	Det	I	4	Sep	Al	OH	Bev	Pre	Pu	Sol	Wat	V	Bos	Mag	12	Yes	SP	Eng	4	C	Met	Sp	4.1	TT	TT	½El	½El	FR	Rod	WS	PG	Wire
Phaenomobil, 3-wheel	110	53	710x100	4-2.91x2.56	2	Int	L	1	Sep	Al	CC	Spur	Pu		Pal	None	P	Bos	Mag		No	Co	Eng	2	C	No	Ch		Sp	Sp	Coil	½El	R	Cab	Cab	OC	Wire
Plute	100	40	715x115	4-2.28x3.74	2	Det	L	4	Int	Al	CC	Spur	Pu	ThS	Sol	Wat	G	Bos	Mag	12	Yes		Eng	3	C	Fab	Sp		Sp	Sp	¼El	¼El	R	Rod	WW	PG	Wire
Presto	124	56	760x146	4-3.07x4.83	3	Int	L	4	Sep	Al	CC	Spur	Pre	ThS	Zen	Exh	V	Eis	Mag	12	Yes	MD	Sep	4	R	Met	Sp	4	RR	Sp	½El	½El	FR	Rod	SN	OC	Wire
Protos	130	53	810x157	4-3.14x5.11	3	Det	I	4	Sep	Al	CC	Chai	Pu	ThS	Zen	Wat	V	Bos	Mag	12	Yes	Co	Sep	4	C	Met	Sp	4.5	TT	TT	½El	½El	FR	Rod	WW	PG	HS
Rabag	100	45	710x90	4-2.71x3.93	2	Int	I	4	Sep	Al	OH	Bev	Pre	Pu	Zen	Exh	P	Bos	Mag	12	Yes	MD	Sep	4	R	Met	Sp	3.9	Sp	Sp	½El	Cant	FR	Rod	SN	OC	Wire
Renfert	93	40	660x75	4-2.16x3.22	2	Int	L	4	Sep	Al	CC	Spur	Pre	ThS	Pal	Exh	G	Bos	Mag	12	Yes	SP	Eng	3	C	Fab	ST		Sp	Sp	¼El	¼El	R	Rod	SN	GC	Wire
Rhemag	110	45	715x105	4-2.44x3.37		Det	I	4	Int	Al	OH	Bev	Pu	Pu	Zen	Wat	G	Bos	Mag	12	Yes	MD	Eng	3	C	Met	Sp		TT	TT	½El	¼El	FR	Cab	WS	OC	Wire
Rumpler	131	55	820x120	4-3.14x5.11	3	Det	I	4	Sep	Al	CC	Chai	Pre	Pu	Opt	Wat	V	Bos	Mag	12	Yes	MD	Eng	3	C	No	ST	4	RR	Case	Cant	Cant	R	Rod	SN	GC	Wire
Sablatnig	110	53	730x130	4-2.79x3.85	2	Det	I	4	Sep	Al	CC	Spur	Pu	ThS	Zen	Wat	G	Bos	Mag	12	Yes	Co	Eng	3	C	Met	Sp	4.5	TT	TT	¼El	¼El	FR	Cab	WS	PG	Disk
Schebera	102	49	710x90	4-2.59x3.74	3	Int	L	4	Sep	M	CC	Spur	Pu	ThS	Zen	Wat	V	Bos	Mag	12	Yes	Co	Eng	4	C	Met	Sp	5	Sp	Sp	½El	½El	TR	Rod	WS	PG	Wood
Seidel	118	53	765x105	2-3.38x3.38	2	Int	I	2	Sep	Al	CC	Spur	Pu	ThS	Sol	Exh	G	Bos	Mag	12	Yes	MD	RA	3	C	Met	Sp		Sp	Sp	Trans	Trans	FR	Cab	WS	GC	Wire
Seidel	118	53	765x105	2-3.38x3.74	2	Int	I	2	Sep	Al	CC	Spur	Pu	ThS	Sol	Exh	G	Bos	Mag	12	Yes	MD	RA	3	C	Met	Sp		Sp	Sp	Trans	Trans	FR	Cab	WS	GC	Wire
Selve	128	53	775x145	4-3.23x4.33			L	4	Sep	Al	CC	Chai	Pre	ThS	Zen	Wat	G	Bos	Mag	12	Yes	Co	Sep	3	R	Met	Sp	5	TT	TT	½El	Cant	FTR	Rod	WW	OC	HS
Simson	118	52	765x105	4-2.75x5.03	3	Det	I	4	Sep	Al	OH	Bev	Pu	Pu	Zen	Wat	V	Bos	Mag	12	Yes	SP	Eng	4	C	Met	Sp		TT	TT	½El	½El	FR	Rod	SN	PG	Wire
Simson	138	55	820x120	6-2.83x5.03	4	Det	I	6	Sep	Al	OH	Bev	Pu	Pu	Zen	Wat	V	Bos	Mag	12	Yes	SP	Eng	4	C	Met	Sp		TT	TT	½El	½El	FR	Rod	SN	PG	Wire
Steiger	118	53	820x120	4-2.83x6.29	3	Int	I	4	Sep	Al	OH	Bev	Pre	Pu	Pal	Wat	V	Bos	Mag	12	Yes	SP	Eng	4	R	Met	Sp	4.2	TT	TT	½El	Cant	FTR	Rod	SN	GC	Wire
Stoewer	116	52	775x145	4-3.07x4.72	3	Int	L	4	Sep	Cl	CC	Spur	Pre	Pu	Zen	Wat	V	Bos	Mag	12	Yes	Co	Eng	4	R	Met	Sp	4.6	TT	TT	½El	½El	FR	Rod	SN	OC	Wood
Stoewer	126	54	760x146	6-3.07x4.63	4	Int	L	6	Sep	Cl	CC	Spur	Pre	Pu	Zen	Wat	V	Bos	Mag	12	Yes	Co	Eng	4	R	Met	Sp	3.8	TT	TT	½El	½El	FR	Rod	SN	OC	Wire
Teco	110	49	730x130	4-2.59x3.74	3	Det	I	4	Int	Al	CC	Spur	Pre	ThS	Sol	Wat	V	Maf	Mag	12	Yes	Co	Eng	3	C	Fab	Sp		Sp	Sp	½El	½El	FR	Rod	WS	PG	Disk
Verster & Stolle	113	51	775x145	4-2.71x3.93	3	Int	I	4	Sep	Al	OH	Bev	Pre	ThS	Zen	Exh	V	Bos	Mag	12	Yes	MD	Eng	4	C	Met	Sp	4.1	Sp	Sp	½El	½El	FR	Rod	WS	PG	Wire
Wanderer	94	43	730x130	4-2.52x3.93	3	Det	I	4	Sep	Al	CC	Chai	Pre	Pu	Pal	Wat	G	Bos	Mag	12	Yes	Co	Sep	3	R	Met	Sp	4.6	TT	TT	½El	Cant	FR	Rod	WS	PG	HS
Wanderer	110	49	760x128	4-2.63x4.33	3	Det	I	4	Sep	Al	CC	Chai	Pre	Pu	Pal	Wat	G	Bos	Mag	12	Yes	Co	Sep	3	R	Met	Sp	4.6	TT	TT	½El	½El	FR	Rod	WS	PG	HS
Zeppelinhafen	84	43	650x65	2-2.75x2.75	2	Int	L	1	Sep	Al	CC	Spur	Pre		Pal	None	G	Bos	Mag	12	No	Co	Sep	3	R	Met	ST		TT	TT	½El	¼El	TR	Rod	WS	OC	Wire
Zwerg	98	43	710x100	4-2.37x3.5	3	Int	L	4	Sep	Cl	CC	Heli	Pre	ThS	Pal	Exh	G	Mea	Mag	12	Yes	Co	Sep	3	R	Met	ST		TT	TT	½El	Cant	TR	Cab	WW	GC	Wire
AUSTRIAN																																								
Austro-Daimler	136	53	820x120	6-2.79x4.33	3	Det	I	6	Int	Al	OH	Heli	Pre	Pu	Zen	Exh	V	Bos	Mag	12	Yes	SP	Eng	4	C	Met	Sp	4.02	TT	TT	½El	Cant	FR	Rod	SN	PG	Wire
Austro-Daimler	137	54	895x135	6-3.34x5.11	4	Det	I	6	Int	Al	OH	Heli	Pre	Pu	Zen	Exh	V	Bos	Mag	12	Yes	MD	Eng	4	C	Met	Sp	3.7	TT	TT	½El	Cant	FTR	Rod	SN	PG	Wire
Graef & Stift	106	47	765x105	4-2.75x4.75	3	Int	L	4	Sep	Al	CC	Heli	Pu	Pu	Zen	Wat	P	Bos	Mag	12	Yes	Co	Eng	4	R	Met	Sp		TT	TT	½El	Cant	TR	Rod	WW	OC	Wire
Graef & Stift	130	53	815x105	4-3.54x5.90	3	Int	L	4	Sep	Al	CC	Heli	Pre	Pu	Zen	Wat	P	Bos	Mag	12	Yes	Co	Sep	4	R	Met	Sp		TT	TT	½El	Cant	TR	Rod	SN	OC	Wire
Graef & Stift	145	55	895x135	6-4.56x5.00	4	Int	L	3	Sep	Al	CC	Heli	Pre	Pu	Zen	Wat	P	Bos	Mag	12	Yes	Co	Sep	4	R	Met	Sp		TT	TT	½El	Cant	TR	Rod	SN	OC	Wire
Steyr	118	51	775x145	6-2.40x3.46	3	Det	I	6	Sep	Al	OH	Heli	Pre	Pu	Zen	Exh	V	Bos	Mag	12	Yes	SP	Eng	4	C	Met	Sp		TT	TT	½El	Cant	FR	Rod	SN	PG	Disk
Steyr	137	58	820x120	6-3.14x4.33	4	Int	I	6	Int	Al	OH	Heli	Pre	Pu	Zen	Exh	V	Bos	Mag	12	Yes	MD	Eng	4	C	Met	Sp	4.15	TT	TT	½El	Cant	FR	Rod	SN	PG	Wire
Steyr	131	53	820x120	6-3.14x4.33	4	Int	I	6	Int	Al	OH	Heli	Pre	Pu	Pal	Exh	V	Bos	Mag	12	Yes	Sp	Eng	4	C	Met	Sp	4.15	TT	TT	½El	Cant	FR	Rod	SN	PG	Wire
CZECHO-SLOVAKIAN																																								
Tatra	103	47	710x80	2-3.26x3.93	2	Int	I	1	Sep	Al	OH	Heli	Pu		Zen	Exh	G	Bos	Mag	12	Yes	SP	Sep	4	R	Met	ST		Sp	Sp	Trans	Trans	R	Rod	Spur	GC	Disk
Tatra	142	55	890x135	6-3.54x5.51	4	Det	I	6	Sep	Al	OH	Bev	Pre	Pu	Zen	Wat	V	Bos	Mag	12	Yes	SP	Sep	4	R	Met	ST		TT	TT	½El	Cant	FR	Cab	WW	GC	HS
HUNGARIAN																																								
Ungar	110	48	710x90	4-2.44x4.25	3	Int	L	4	Sep	Al	CC	Spur	Pu	ThS	Zen	Wat	G	Bos	Mag	12	Yes	MD	Sep	4	R	Met	ST		RR	TT	½El	Cant	R	Rod	SN	GC	Wood

ABBREVIATIONS:

Al—Aluminum
Ama—Amac
AmB—American Bosch
Bat—Battery
Bd—Band
Be—Belt
Bev—Bevel Gear
Ble—Bleriot
Bos—Bosch
C—Center
Cab—Cable
Cant—Cantilever
CC—Crankcase
Ch—, **Chai**— } Chain
Cl—Cast Iron
Co—Cone
Clau—Claudel
Coz—Cozette
Del—Delco
Det—Detachable
Dir—Direct
Duc—Ducellier
Eis—Eiseman
El—Elliptic
Eng—Unit with Engine
Ex—Expanding
Exh—Exhaust
F—"F" Head
Fab—Fabric
Fr—Friction
FR—Front and Rear
FT—Front and Transmission
FTR—Front, Transmission, and Rear
G—Gravity
Gad—Gadot
Gau—Gaumont
GC—Grease Cups
HB—Herringbone Gear
HS—Hollow Spoke
Heli—Helical Gear
I—Valves in Head
Int—Integral
Kie—Kiesel
L—"L" Head
Maf—Mafam
M—Magnesium (Piston material)
Mag—Magneto (Current source)
M&B—Magneto and Battery
Marc—Marchal
Mar—Marelli
Met—Metal
N—Valveless (2 Stroke)
N-E—North East
No—None
OC—Oil Cups
OH—Overhead
Opt—Optional
Pal—Pallas
P—, **Pre**— } Pressure
Plat—Platform
P.Rh—Paris Rhone
Pu—Pump
R—Right (Gearshift lever location)
R—Rear (Brakes)
Ra—Rack
RA—Unit with Rear Axle
R-B—Robert Bosch
Rib—Steel Ribbons
RR—Radius Rods
Sag—Saga
Sch—Schlee
Scl—Scintilla
Sep—Separate Unit
Sl—Sleeve Valve
SN—Screw and Nut
Sol—Solex
Sp—Spring (Torque & Propulsion)
Sp—Spiral Bevel (Rear Axle)
SP—Single Plate
Spec—Special
Spl—Splash
Spur—Spur Gear
ST—Straight Bevel
TA—Torque Arms
T ½ El—Transverse ½ Elliptic
ThS—Thermo syphon
TR—Transmission and Rear wheels
Trans—Transverse
TT—Torque Tube
V—Vacuum
Vic—Victrix
Wat—Water
WN—Worm and Nut
Wo—Worm Drive
WS—Worm and Sector
WW—Worm and Wheel
Zen—Zenith

British Passenger Car Chassis Specifications

NAME	H. P.	Wheelbase (Ins.)	Truck (Ins.)	Tires (Ins.)	Number of Cylinders	BORE AND STROKE: M.M.	BORE AND STROKE: Ins.	Piston Displacement (Cu. In.)	Point Suspension	Cylinder Head Type	Valve Location	Cylinders Cast	Cylinders and Crankcase	Piston Material	CAMSHAFT: Location	CAMSHAFT: Drive	CAMSHAFT: Gear Material	Water Circulation	Oiling System	FUEL SYSTEM: Carbureter Make	FUEL SYSTEM: Fuel Feed	ELECTRICAL EQUIPMENT: Ignition Make	ELECTRICAL EQUIPMENT: Ignition Type	ELECTRICAL EQUIPMENT: Generator Volts	TRANSMISSION: Clutch Type	TRANSMISSION: Gearset Location	TRANSMISSION: Gearset Forward Speeds	TRANSMISSION: Gearset Lever Location	TRANSMISSION: Universals Number and Type	REAR AXLE: Type	REAR AXLE: Final Drive	REAR AXLE: Gear Ratio	REAR AXLE: Propulsion Taken By	REAR AXLE: Torque Taken By	SPRINGS: Front	SPRINGS: Rear	BRAKES: Hand	BRAKES: Foot	BRAKES: 4-Wheel Brakes Type	Steering Gear Type	Wheels Type	Chassis Lubrication	Chassis Weight (Lbs.)
A. B. C.	12	102	47	28x3.5	2	96x91	3.8x3.6	80	4	D..	I..	1	Sep.	Al.	C	C.	He.	St..	Air...	Spl...	Zen	Grav..	Fell....	M..	6	S P..	T T.	4	C...	1-Fab.	¾ Fl.	Sp..	4.5	T T.	T T.	¼ El..	¼ El.	I Rw.	E Rw	*	W N.	Disk.	G G	900
A. C.	12	111	45	27x4.4	4	69x100	2.7x3.9	91	3	D..	L..	4	Sep.	Al.	C	C.	Ch.	St..	ThS...	PrCs.	Sol..	Grav..	M L...	M..	12	S P..	R A.	3	R...	1-Met.	¾ Fl.	Wo.	4.5	T T.	T T.	¼ El..	¼ El.	E Tr.	I Rw.	D M*	Ca...	Disk.	....	1100
A. C.	16	117	45	28x4.95	6	65x100	2.55x3.9	122	4	D..	I..	6	Int..	Cl.	O	H	Ch.	St..	ThS...	PrCs.	Sol..	Grav..	M L...	M..	12	S P..	R A.	3	R...	1-Met.	¾ Fl.	Wo.	4.3	T T.	T T.	¼ El..	¼ El.	I Rw.	I Rw.	D M*	Ca...	Disk.	....	1230
Alvis	12	112	50	28x4.4	4	69x110	2.7x4.3	100	4	D..	I	4	Sep.	Al.	C	C.	He.	Fab.	ThS...	PrCs.	Sol..	Grav.	B T H.	M..	12	S P..	Sep.	4	R...	2-Met.	F F..	Sp..	4.7	Spr.	Spr.	½ El..	½ El.	I Fw.	I Fw.	D M.	W W.	Opt..	G G	1720
Argyll	12	111	48	28x4.95	4	68x103	2.6x4	91	4	D..	Sl..	4	Int..	Cl.	C	C.	He.	...	ThS...	SpPr.	Sol..	Grav.	M L...	M..	12	S P.	Eng	4	R...	2-Fab.	F F..	Sp..	4.5	Spr.	Spr.	½ El..	½ El.	I Rw.	I Rw.	*	W W.	Disk.	G G	1340
Armstrong Siddeley	14	114	56	29x4.95	4	76x101.6	3x4	113	4	D..	I..	4	Int..	Al.	C	C.	Ch.	St..	Pump	PrCs.	Cla.	Grav.	B T H.	M..	6	S P.	T T.	3	C...	1-Met.	½ Fl.	Sp..	4.7	T T.	T T.	½ El..	½ El.	I Fw.	I Fw.	D M.	Spur.	Disk.	G G	1790
Armstrong Siddeley	18	114	56	31x5.25	6	73x114	2.87x4.5	165	4	D..	I..	6	Int..	Al.	C	C.	Ch.	St..	Pump	PrCs.	Cla.	Grav.	B T H.	M..	12	S P.	T T.	3	C...	1-Met.	½ Fl.	Sp..	4.7	T T.	T T.	½ El..	½ El.	I Fw.	I Fw.	D M.	Spur.	Disk.	G G	2130
Armstrong Siddeley	18	121	54	32x4.5	6	73x114	2.87x4.5	165	4	D..	I..	6	Int..	Al.	C	C.	Ch.	St..	Pump	PrCs.	Cla.	Grav.	B T H.	M..	12	S P.	T T.	3	C...	1-Met.	½ Fl.	Sp..	4.7	T T.	T T.	½ El..	Cant..	I Fw.	I Fw.	D M.	W W.	Disk.	G G	2352
Armstrong Siddeley	30	135	56	36x5.5	6	88.9x133	3.5x5.25	302	4	D..	I..	6	Sep.	Al.	C	C.	Ch.	St..	Pump	PrCs.	Cla.	Grav.	B T H.	M..	12	M D.	T T.	3	C...	1-Met.	½ Fl.	Sp..	3.7	T T.	T T.	½ El..	Cant..	I Rw.	I Fw.	D M.	W W.	Disk.	G G	2800
Arrol Johnston	16	117	56	30x5.25	4	80x120	3.1x4.75	146	3	D..	I..	4	Sep.	Cl.	C	C.	Ch.	Cl..	Pump	PrCs.	Cox.	Vac..	M L...	M..	12	S P..	Eng	4	R...	1-Met.	F F..	Sp..	4.9	Spr.	T T.	½ El..	½ El.	I Rw.	I Rw.	D M*.	W W.	H S.	G G	2200
Arrol Johnston	20	126	56	32x4.5	4	90x130	3.5x5.1	200	4	D..	L..	4	Sep.	Cl.	C	C.	Ch.	Cl..	Pump	PrCs.	Cox.	Vac..	M L...	M..	12	S P..	Sep.	4	R...	1-Met.	¾ Fl.	Sp..	4.5	T T.	T T.	½ El..	½ El.	I Rw.	I Rw.	D M*.	W S.	H S.	G G	2690
Ashton Evans	11	96	48	26x3	4	66x110	2.6x4.3	91	4	I..	L..	4	Sep.	Al.	C	C.	Ch.	St..	Pump	PrCs.	Cox.	Grav.	M L...	M..	12	Co...	Sep.	3	C...	2-Fab.	F F..	Sp..	4	R R	T A.	T ½El	T ½El	I Rw.	I Rw.	None..	W W.	H S.	G G	1120
Aster	21	135	56	33x6	6	75x115	2.9x4.5	185	3	D..	L..	6	Sep.	Al.	C	C.	Ch.	St..	Pump	PrCs.	Zen	Vac..	Watfd.	M..	12	D P..	Eng	4	R...	1-Met.	¾ Fl.	Sp..	4.1	T T.	T T.	½ El..	Cant..	I Rw.	I Fw.	D M..	W W.	H S.	G G	2750
Aston Martin	11	105	50	28x3.5	4	66.5x107	2.6x4.2	90	4	I..	L..	4	Sep.	St.	C	C.	He.	St..	Pump	PrCs.	S U.	Vac..	Watfd.	M..	12	M D.	Sep.	4	R...	1-Met.	F F..	Sp..	4	T T.	T T.	½ El..	½ El.	I Rw.	I Fw.	D M..	Ca...	Wire	O G	1570
Austin	7	75	40	26x3.5	4	56x76	2.2x3.0	45	3	D..	L..	4	Sep.	Al.	C	C.	He.	St..	ThS...	SpPr.	Zen	Grav.	Var....	M..	6	S P..	Eng	3	C...	1-Met.	¾ Fl.	Sp..	4.9	T T.	T T.	T ½El	¼ El.	I Fw.	I Rw.	D M..	W W.	Wire	G G	620
Austin	12	112	52	30x4.	4	72x102	2.83x4.0	101	3	D..	L..	4	Sep.	Al.	C	C.	Ch.	St..	Pump	PrCs.	Zen	Vac..	Var....	M..	6	S P..	Eng	4	C...	F & M	¾ Fl.	Sp..	5.1	Spr.	Spr.	½ El.	½ El.	E Tr.	I Fw.	D M.	W W.	H S.	G G	1400
Austin	20	130	56	32x4.5	4	95x127	3.75x5.0	220	3	D..	L..	4	Sep.	Al.	C	C.	Ch.	St..	Pump	PrCs.	Zen	Vac..	Var....	M..	12	S P..	Eng	4	C...	2-Met.	¾ Fl.	Sp..	3.9	Spr.	Spr.	½ El..	½ El.	E Tr.	I Fw.	D M.	W W.	H S.	G G	2240
Angus Sanderson	14	124	52	32x4	4	76x127	3.0x5.0	140	4	D..	L..	4	Int..	Cl.	C	C.	He.	Cl..	ThS...	SpPr.	Zen	Grav.	Lucas.	M..	12	Co...	Sep.	3	C...	1-Met.	½ Fl.	Be..	4.2	T T.	T T.	½ El..	Cant..	I Rw.	I Fw.	D M..	W W.	H S.	O G	2016
Bayliss Thomas	10	108	52	27x4.40	4	63x100	2.5x3.9	77	4	D..	I..	4	Sep.	Cl.	C	C.	He.	Br.	ThS...	SpPr.	Cox.	Grav.	Lucas.	M..	6	Co...	Eng	3	C...	2-Fab.	½ Fl.	Sp..	5	Spr.	Spr.	½ El..	½ El.	I Rw.	I Rw.	D M*.	Ca...	H S.	G G	1350
Bayliss Thomas	12	108	52	27x4.40	4	69x100	2.7x3.9	91	4	D..	I..	4	Sep.	Cl.	C	C.	He.	Br.	ThS...	SpPr.	Cox.	Grav.	Lucas.	M..	6	Co...	Eng	3	C...	2-Fab.	½ Fl.	Sp..	4.5	Spr.	Spr.	½ El..	½ El.	I Rw.	I Fw.	D M..	Ca...	H S.	G G	1400
Bayliss Thomas	13	114	52	30x4	4	69x120	2.7x4.7	108	4	D..	I..	4	Sep.	Cl.	C	C.	He.	Br.	ThS...	FlPr.	Cox.	Vac..	Lucas.	M..	12	Co...	Eng	4	R...	2-Fab.	½ Fl.	Sp..	4.5	Spr.	Spr.	½ El..	½ El.	I Rw.	I Rw.	D M*.	W W.	H S.	G G	1600
Bean	12	105	49	28x4.95	4	69x120	2.7x4.7	108	4	D..	L..	4	Int..	Cl.	C	C.	Ch.	St..	ThS...	PrCs.	Smi.	Vac..	B T H.	M..	12	M D.	Eng	4	R...	2-Met.	¾ Fl.	Sp..	4.7	Spr.	Spr.	½ El..	½ El.	I Rw.	I Fw.	D M..	W S.	H S.	G G	1730
Bean	14	114	56	31x5.25	4	75x135	2.9x5.3	145	4	D..	L..	4	Int..	Cl.	C	C.	Ch.	St..	Pump	PrCs.	Smi.	Vac..	B T H.	M..	12	M D.	Eng	4	R...	2-Met.	¾ Fl.	Sp..	4.7	Spr.	Spr.	½ El..	½ El.	I Rw.	I Fw.	D M..	W S.	H S.	G G	1950
Beardmore	16	126	55	33x6	4	80x120	3.1x4.75	145	4	D..	L..	4	Sep.	Al.	C	C.	Ch.	St..	Pump	FlPr.	Zen	Vac..	Bosch.	M..	12	S P.	Sep.	4	R...	2-Fab.	F F..	Sp..	...	Spr.	Spr.	½ El..	½ El.	I Rw.	I Fw.	D M..	W W.	H S.	G G	2460
Bentley	16	130	56	32x4.5	4	80x149	3.1x5.8	183	3	I..	I..	4	Sep.	Al.	O	H	Be..	St..	Pump	PrCs.	Smi.	Vac..	M L...	M..	12	Co...	Sep.	4	R...	2-Met.	½ Fl.	Sp..	4.2	Spr.	Spr.	½ El..	½ El.	I Rw.	I Fw.	D M..	W W.	Wire	O G	2720
Bentley	37	144	56	40x5	6	100x140	3.9x5.5	402	3	I..	I..	4	Sep.	Al.	O	H	Ec..	St..	Pump	PrCs.	Smi.	Vac..	M L...	M..	12	S P..	Sep.	4	R...	2-Met.	½ Fl.	Sp..	3.8	Spr.	Spr.	½ El..	½ El.	I Rw.	I Fw.	D M..	W W.	Wire	O G	4250
Beverley Barnes	24	150	58	36x5	8	75x112	2.9x4.4	244	4	D..	I..	8	Sep.	Cl.	O	H	He.	St..	Pump	PrCs.	Zen	Vac..	Scint...	M..	12	M D.	Eng	3	C...	1-Met.	¾ Fl.	Sp..	Opt	Spr.	T T.	½ El..	½ El.	I Rw.	I Fw.	D M..	W W.	H S.	G G	3150
Beverley Barnes	30	150	58	36x5.5	8	80x120	3.1x4.75	305	4	D..	I..	8	Sep.	Al.	O	H	He.	St..	Pump	PrCs.	Zen	Vac..	Scint...	M..	12	M D.	Eng	4	C...	1-Met.	¾ Fl.	Sp.	Opt	T T.	T T.	½ El..	½ El.	I Rw.	I Fw.	D M..	W W.	H S.	G G	3250
Briton	10	99	47	28x3.5	4	63x110	2.5x4.3	83	4	I..	L..	4	Sep.	Cl.	C	C.	Ch.	Cl..	ThS...	Spl...	Vici.	Grav.	Fell....	M..	12	D P..	Eng	3	C...	2-Fab.	½ Fl.	Wo.	4.4	Spr.	Spr.	½ El..	½ El.	I Rw.	I Tr.	None..	W W.	H S	G C	1800
Briton	12	109	53	30x3.5	4	68x120	2.6x4.75	106	4	I..	L..	2	Sep.	Cl.	C	C.	Ch.	Cl..	ThS...	Spl...	Zen	Grav.	Fell....	M..	12	Co...	Sep.	3	C...	2-Fab.	½ Fl.	Sp..	4.1	Spr.	T A.	½ El..	½ El.	I Rw.	I Tr.	None..	W W.	H S.	G C	2020
B. S. A.	16	117	52	31x5.25	6	65x94	2.55x3.7	114	4	D..	Sl..	6	Sep.	Al.	C	C.	Ch.	St..	Pump	SpPr.	Own	Vac..	Var....	B..	12	D P..	Eng	3	C...	2-Met.	½ Fl.	Wo.	5.1	Spr.	Spr.	½ El..	½ El.	I Tr.	I Rw.	None..	Spur.	Disk.	G G	....
Calcott	10	102	45	27x4.4	4	65x110	2.55x4.3	88	4	D..	L..	4	Sep.	Al.	C	C.	Ch.	Cl..	ThS...	Spl...	Zen	Grav.	Lucas.	M..	12	Co...	Sep.	3	R...	F & M	½ Fl.	Sp..	4	Spr.	Spr.	½ El..	½ El.	I Rw.	I Rw.	None..	W S..	H S.	G G	1350
Calcott	12	112	54	29x4.95	4	72x120	2.8x4.75	119	4	D..	L..	4	Sep.	Al.	C	C.	Ch.	Cl..	ThS...	Spl...	Cox.	Vac..	Lucas.	M..	12	S P..	Sep.	4	R...	F & M	½ Fl.	Sp..	4.5	Spr.	Spr.	½ El..	½ El.	I Rw.	I Fw.	D M..	W W.	H S.	G G	2125
Calcott	16	120	54	29x4.95	6	72x105	2.8x4.1	156	4	D..	L..	6	Sep.	Al.	C	C.	Ch.	Cl..	ThS...	PrCs.	Cox.	Vac..	Lucas.	M..	12	S P..	Sep.	4	R...	F & M	½ Fl.	Sp..	4.5	Spr.	Spr.	½ El..	½ El.	I Rw.	I Fw.	D M..	W W.	H S.	G G	2350
Calthorpe	10	106	48	27x4.4	4	65x100	2.55x3.9	81	4	I..	L..	4	Sep.	Al.	C	C.	Ch.	St..	ThS...	PrCs.	Sol..	Grav.	B T H.	M..	6	Co...	Eng	3	R...	1-Met.	½ Fl.	Sp..	4.7	T T.	T T.	¼ El..	¼ El.	I Rw.	I Rw.	None..	W W.	Disk.	G G	1350
Calthorpe	12	108	48	28x4.95	4	69x115	2.7x4.5	105	4	D..	L..	4	Sep.	Al.	C	C.	Ch.	St..	Pump	PrCs.	Zen	Grav.	M L...	M..	12	M D.	Eng	4	R...	2-Met.	½ Fl.	Sp..	4.8	Spr.	Spr.	½ El..	½ El.	I Rw.	I Fw.	D M..	W W.	H S.	G G	1600
Calthorpe	15	112	48	30x4	6	65x100	2.55x3.9	122	4	D..	I..	6	Sep.	Al.	O	H	Be..	St..	Pump	PrCs.	Sol..	Vac..	Remy..	B..	..	M D.	Eng	4	R...	2-Fab.	½ Fl.	Sp..	4.3	Spr.	Spr.	½ El..	½ El.	I Rw.	I Fw.	D M..	Ca...	Wire	G G	1900
Cluley	10	96	45	27x4	4	65x110	2.55x4.3	88	4	D..	L	4	Sep.	Al.	C	C.	Sp.	St..	ThS...	PrCs.	Sol..	Grav.	M L...	B..	12	Co...	Eng	3	C...	2-Fab.	F F..	Sp..	4.4	Spr.	Spr.	½ El..	½ El.	I Rw.	I Rw.	None..	W S..	H S..	G G	....
Cluley	14	111	52	30x5.25	4	75x110	2.9x4.3	118	4	D..	L..	4	Sep.	Al.	C	C.	Sp.	St..	ThS...	PrCs.	Sol..	Vac..	M L...	M..	12	Co...	Sep.	4	R...	2-Fab.	F F..	Sp..	4.4	Spr.	Spr.	½ El..	½ El.	I Rw.	I Rw.	D M*.	W S.	H S..	G G	....
Clyde	10	90	48	30x3.5	4	69x100	2.7x3.9	91	3	D..	L..	4	Sep.	Cl.	C	C.	Ch.	St..	ThS...	SpPr.	Zen	Grav.	Var....	M..	6	Co...	T T.	3	R...	1-Fab.	½ Fl.	Sp..	4.2	T T.	T T.	½ El.	Cant..	I Rw.	I Tr.	Ser*	W S..	H S.	G C	1650
Clyno	11	105	48	27x4.4	4	66x100	2.6x3.9	83	4	D..	L..	4	Int..	Cl.	C	C.	Ch.	St..	ThS...	Spl...	Cox.	Grav.	E I C...	M..	12	Co...	T T.	3	R...	1-Fab.	½ Fl.	Sp..	4.5	T T.	T T.	¼ El..	¼ El.	I Rw.	I Fw.	D M..	W N.	H S..	G G	1175
Clyno	13	105	48	28x4.95	4	69x100	2.7x3.9	91	4	D..	L..	4	Int..	Cl.	C	C.	Ch.	St..	ThS...	Spl...	Cox.	Grav.	E I C...	M..	12	Co...	T T.	3	R...	1-Fab.	½ Fl.	Sp..	4.5	T T.	T T.	½ El.	¼ El.	I Rw.	I Fw.	D M..	W N.	H S..	G G	1190
Crossley	14	112	54	30x4	4	80x120	3.1x4.7	146	3	D..	L..	4	Int..	Al.	C	C.	Ch.	St..	ThS...	PrCs.	Sol..	Grav.	M L...	M..	12	S P..	Eng	3	C...	2-Fab.	½ Fl.	Sp.	4	Spr.	Spr.	½ El..	½ El.	I Tr.	I Fw.	D M..	W W.	H S..	O C	1350
Crossley	20	124	55	32x4½	4	90x150	3.5x5.7	226	4	D..	L..	4	Int..	Al.	C	C.	Ch.	St..	Pump	PrCs.	Smi.	Vac..	Lucas.	M..	12	Co...	Sep.	4	R...	2-Fab.	½ Fl.	Sp..	3.5	Spr.	Spr.	½ El.	½ El.	I Tr.	I Fw.	D M..	W W.	H S..	O C	2250
Crossley	18	125	56	32x4½	6	69x120	2.7x4.7	164	3	D..	I..	6	Sep.	Al.	C	C.	Ch.	St..	Pump	PrCs.	Smi.	Vac..	B T H.	M..	12	S P..	Eng	4	R...	2-Fab.	½ Fl.	Sp..	4.7	Spr.	Spr.	½ El.	½ El.	I Rw.	I Fw.	D M..	W W.	H S..	O C	2250
Crouch	11	114	48	29x4.5	4	66x100	2.6x3.9	83	3	D..	L..	4	Int..	Al.	C	C.	Ch.	St..	ThS...	SpPr.	Cox.	Grav.	C A V..	M..	6	Co...	T T.	3	C...	1-Met.	½ Fl.	Sp.	4.4	T T.	T T.	¼ El.	¼ El.	E Rw	I Rw.	*	R&P.	H S..	G G	1120
Crouch	12	114	48	29x4.5	4	69x100	2.7x3.9	91	3	D..	L..	4	Int..	Al.	C	C.	Ch.	St..	ThS...	SpPr.	Cox.	Grav.	B L I C.	M..	12	Co...	T T.	3	C...	1-Met.	½ Fl.	Sp.	4.4	T T.	T T.	¼ El.	¼ El.	E Rw	I Rw.	None..	R&P.	H S..	G G	1130
Daimler	16	117	52	31x5.25	6	65x94	2.55x3.7	114	3	D..	Sl..	3	Sep.	Al.	C	C.	Ch.	St..	Pump	PrCs.	Own	Vac..	Var....	K..	12	D P..	Eng	3	C...	2-Met.	½ Fl.	Wo.	5.4	Spr.	Spr.	½ El.	½ El.	I Tr.	I Fw.	D M..	Ca...	Wire	G G	....
Daimler	20	133	54	33x6	6	73.5x104	2.89x4.1	161	4	D..	Sl..	3	Sep.	Al.	C	C.	Ch.	St..	Pump	PrCs.	Own	Vac..	Var....	K..	12	S P..	Sep.	4	C...	2-Met.	½ Fl.	Wo.	5.4	Spr.	Spr.	½ El.	½ El.	I Tr.	I Fw.	D M..	W W.	Wire.	G G	....
Daimler	25	142	54	33x6	6	81.5x114	3.2x4.5	207	4	D..	Sl..	3	Sep.	Al.	C	C.	Ch.	St..	Pump	PrCs.	Own	Vac..	Var....	K..	12	S P..	Sep.	4	C...	2-Met.	½ Fl.	Wo.	4.8	Spr.	Spr.	½ El.	½ El.	I Tr.	I Fw.	D M..	W W.	Wire	G G	....
Daimler	35	148	56	33x6.75	6	97x130	3.8x5.1	352	4	D..	Sl..	3	Sep.	Al.	C	C.	Ch.	St..	Pump	PrCs.	Own	Vac..	Var....	K..	12	S P..	Sep.	4	C...	2-Met.	½ Fl.	Wo.	3.5	Spr.	Spr.	½ El.	½ El.	I Tr.	I Fw.	D M..	W W.	Wire	G G	....
Daimler	30	156	60	37x7.3	6	97x130	3.8x5.1	352	4	D..	Sl..	3	Sep.	Al.	C	C.	Ch.	St..	Pump	Spl...	Own	Pres..	Var....	K..	12	S P..	Sep.	4	C...	2-Met.	½ Fl.	Wo.	3.7	Spr.	Spr.	½ El.	½ El.	I Tr.	I Fw.	D M..	W W.	Wire	G G	....
Daimler	45	162	60	37x7.3	6	117.5x130	4.6x5.1	515	4	D..	Sl..	3	Sep.	Al.	C	C.	Ch.	St..	Pump	Spl...	Own	Pres..	Var....	K..	12	S P..	Sep.	4	C...	2-Met.	½ Fl.	Wo.	3.3	Spr.	Spr.	½ El.	½ El.	I Tr.	I Fw.	D M..	W W.	Wire	G G	....
Galloway	12	114	56	29x4.95	4	69.5x110	2.75x4.3	102	3	D..	I..	4	Sep.	Cl.	C	C.	Ch.	Cl..	Pump	PrCs.	Cox.	Grav..	Var....	M..	12	S P..	Eng	4	R...	1-Met.	¾ Fl.	Sp..	4.9	Spr.	T T.	½ El.	¼ El.	I Rw.	I Rw.	D M*.	W W.	H S.	G G	1680
G. W. K.	10	111	48	27x4.4	4	66x100	2.6x3.9	83	4	D..	L..	4	Sep.	Al.	C	C.	Ch.	St..	ThS..	Spl..	Cox.	Grav..	M L...	M..	6	Fr....	...	...	...	...	...	...	4.5	Spr.	Spr.	¼ El.	¼ El.	E Tr.	I Fw.	D M..	Epi..	Wire	G G	1400
Hampton	12	110	50	28x4.95	4	69x100	2.7x3.9	91	4	D..	I..	4	Sep.	Cl.	C	C.	He.	Br.	ThS...	PrCs.	Zen	Grav..	B L I C.	M..	6	M D.	Eng	4	R...	2-Fab.	½ Fl.	Sp..	4.5	Spr.	Spr.	½ El.	½ El.	I Rw.	I Fw.	D M..	W S.	H S	G G	1800
H. E.	14	115	50	32x4	4	75x120	2.9x4.7	129	4	D..	L..	4	Sep.	Al.	C	C.	Ch.	St..	ThS...	SpPr.	Zen	Vac..	C A V..	B..	12	M D.	Sep.	4	R...	1-Met.	F F..	Wo.	4.2	T T.	T T.	½ El.	¾ El.	I Rw.	I Fw.	D M..	W N.	Wire	G G	1010
Heron	11	96	48	28x3.5	4	66x100	2.6x3.9	83	4	D..	L..	4	Int..	Cl.	C	C.	Ch.	St..	ThS...	Spl..	....	Grav..	B T H.	M..	6	Co...	Eng	3	C...	2-Fab.	½ Fl.	Sp..	4.3	Spr.	Spr.	½ El.	½ El.	I Rw.	I Fw.	None..	W S..	Disk.	G G	950
Hillman	14	112	52	29x4.4	4	72x120	2.8x4.7	119	3	D..	L..	4	Int..	Al.	C	C.	Ch.	St..	ThS...	PrCs.	....	Vac..	Lucas.	M..	12	S P..	Eng	4	R...	2-Fab.	½ Fl.	Sp..	4.7	Spr.	Spr.	½ El.	½ El.	I Rw.	I Fw.	D M..	W W.	H S.	G G	1900
Humber	9	102	48	27x4.4	4	58x100	2.3x4.9	64	4	D..	F..	4	Sep.	Al.	C	C.	He.	Cl..	ThS...	Spl...	Cox.	Vac..	Lucas.	M..	12	Co...	Eng	3	R...	2-Fab.	½ Fl.	Sp..	4.9	Spr.	Spr.	½ El.	½ El.	E Rw	E Tr.	None..	W W.	H S..	G G	1230
Humber	12	111	55	30x4	4	69x120	2.7x4.7	109	4	D..	F..	4	Int..	Al.	C	C.	He.	Cl..	ThS...	Spl...	Cox.	Vac..	Lucas.	M..	12	Co...	Eng	4	R...	2-Fab.	F F..	Sp..	4.5	Spr.	Spr.	½ El.	½ El.	I Rw.	E Tr.	D M*.	W W.	H S..	G G	1910
Humber	16	123	57	32x4.5	4	80x140.	3.1x5.5	171	4	D..	F..	4	Sep.	Al.	C	C.	Ch.	St..	Pump	PrCs.	Cox.	Vac..	Lucas.	M..	12	Co...	Sep.	4	R...	F & M	½ Fl.	Sp..	4.3	Spr.	Spr.	½ El.	½ El.	I Rw.	I Fw. E Tr	D M..	W W.	H S..	G G	2700
Imperia	10	106	50	28x3.5	4	66x80	2.6x3.1	66	4	D..	Sl..	4	Sep.	Al.	C	C.	...	...	Pump	Spl...	Sol..	Vac...	Bosch..	M..	12	S P..	Eng	4	C...	2-Fab.	F F..	Sp..	...	Spr.	Spr.	½ El..	½ El.	I Fw.	I Tr.	D M..	W S.	Wire	G G	1150
Jowett	7	84	45	27x4.4	2	75.4x101.5	3x4	55	3	I..	L..	1	Sep.	Cl.	C	C.	Sp.	Cl..	ThS...	PrCs.	Zen	Grav..	Remy..	B..	6	Co...	Eng	3	R...	2-Fab.	½ Fl.	Sp..	4.6	Spr.	Spr.	½ El..	½ El.	E Rw	E Tr.	None..	R&P.	H S..	G G	700
Lagonda	12	108	49	28x4.95	4	69x95	2.7x3.7	86	3	I..	F..	4	Sep.	Al.	C	C.	Ch.	St..	ThS...	SpPr.	Zen	Grav..	Var....	M..	6	S P..	Eng	3	C...	1-Fab.	½ Fl.	Sp..	4.7	T T.	T T.	T ½El	¼ El.	I Rw.	I Fw.	D M..	W S..	H S.	G G	1250
Lagonda	14	120	54	31x5.25	4	72x120	2.8x4.7	119	4	D..	I..	4	Int..	Al.	O	H	Ch.	St..	Pump	PrCs.	....	Vac..	Var....	M..	12	S P..	Sep.	4	R...	2-Fab.	½ Fl.	Sp..	4.7	T T.	T T.	½ El.	¼ El.	I Rw.	I Fw.	D M..	W W.	H S.	G G	1350
Lanchester	21	129°	54	32x4.5	6	78.7x114	3.1x4.5	191	4	D..	I..	6	Sep.	Al.	O	H	W..	St..	Pump	PrCs.	....	Vac..	Var....	M..	12	S P..	Sep.	4	R...	2-Fab.	½ Fl.	Sp..	4.7	T T.	T T.	½ El.	¼ El.	I Rw.	I Fw.	D M..	W W.	H S.	G G	1350

Lagonda	12	108	49	28x4.95	4	69x95	2.7x3.7	86	3	I..	F..	4	Sep.	Al.	C C.	Ch..	St..	ThS...	SpPr.	Zen	Grav..	Var....	M.	6	S P..	Eng	3	C...	1-Fab.	½ Fl.	Sp..	4.7	T T.	T T.	T ½El	¼ El..	I Rw.	I Fw.	D M..	W S.	H S..	G G	1250
Lagonda	14	120	54	31x5.25	4	72x120	2.8x4.7	119	4	D..	I..	4	Int..	Al.	O H	Ch..	St..	Pump	PrCs.	....	Vac...	Var....	M.	12	S P..	Sep.	4	R...	2-Fab.	½ Fl.	Sp..	...	Spr.	Spr.	½ El..	½ El..	I Rw.	I Fw.	D M..	Ca...	Wire	G G	2120
Lanchester	21	129°	54	32x4.5	6	78.7x114	3.1x4.5	191	4	D..	I..	6	Sep.	Al.	O H	Wo.	Br..	Pump	FlPr.	Smi.	Vac...	Watfd..	M.	12	S P..	Eng	4	R...	1-Met.	¾ Fl.	Wo.	4.8	T T.	T T.	½ El..	Cant..	I Rw.	I Fw.	D M..	W N.	Disk.	O G.	2910
Lanchester	40	141°	58	33x5	6	102x127	4x5	376	4	I..	I..	3	Sep.	Al.	O H	Wo.	Br..	Pump	FlPr.	Smi.	Vac...	Watfd.. Delco..	K..	12	S P..	Eng	3	R...	1-Met.	F F..	Wo.	3.3	T T.	T T.	½ El..	Cant..	I Rw.	I Fw.	Hyd..	W N.	Disk.	O G.	3700
Lea-Francis	10	105	45	27x4.4	4	63x100	2.5x3.9	76	4	D..	I..	4	Int..	CI.	C C.	He..	Br..	ThS...	Spl..	Sol..	Grav..	B L I C.	M.	6	Co...	Eng	4	R...	2-Fab.	½ Fl.	Sp..	4.7	Spr.	T A.	½ El..	¼ El..	E Tr.	I Fw.	D M..	W W.	Disk.	G G	1150
Lea-Francis	12	105	45	27x4.4	4	69x100	2.7x4.9	91	4	D..	I..	4	Int..	CI.	C C.	He..	Br..	ThS...	Sp...	Sol..	Grav..	B L I C.	M.	12	Co...	Eng	4	R...	2-Fab.	½ Fl.	Sp..	4.7	Spr.	T A.	½ El..	¼ El..	E Tr.	I Fw.	D M..	W W.	Disk.	G G	1250
Magnetic	22	129	56	32x6.2	6	78x115	3.1x4.5	201	3	D..	I..	6	Sep.	Al.	C C.	Ch..	St..	Pump	PrCs.	S U.	Vac...	B T H..	M.	....	......	.....	.	.....	1-Met.	¾ Fl.	Sp..	...	T T.	T T.	½ El..	Cant..	I Rw.	I Fw.	S ...	W N.	Wire	G G	2910
McKenzie	11	102	48	28x3.5	4	66x109.5	2.5x4.3	91	4	I..	L..	4	Sep.	CI.	C C.	Ch..	St..	ThS...	PrCs.	....	Grav..	Var....	M.	12	Co...	Eng	3	C...	2-Fab.	½ Fl.	Sp..	4.6	Spr.	Spr.	½ El..	½ El..	I Rw.	I Rw.	None..	W W.	H S..	G C.	1350
Monarch	14	120	56	31x5.25	4	75x120	2.9x4.75	130	4	D..	I..	4	Sep.	CI.	O H	He..	St..	ThS...	FlPr.	Zen	Vac...	B L I C.	M.	12	Co...	Eng	4	R...	2-Fab.	½ Fl.	Sp..	5.2	Spr.	Spr.	½ El..	½ El..	E Tr.	E Fw	Hyd..	W N.	H S..	G G	2020
Morris-Cowley	12	102	48	27x4.4	4	69x102	2.7x4	94	4	D..	L..	4	Int..	Al.	C C.	He..	Br..	ThS...	SpPr.	Smi.	Grav..	Lucas..	M.	12	M D.	Eng	3	C...	1-Met.	½ Fl.	Sp..	4.7	T T.	T T.	½ El..	¾ El..	I Rw.	I Rw.	D M*.	W W.	H S..	O G.	....
Morris-Oxford	14	108	48	28x4.95	4	75x102	2.9x4	110	4	D..	L..	4	Int..	Al.	C C.	He..	Br..	ThS...	SpPr.	Smi.	Grav..	Lucas..	M.	12	M D.	Eng.	3	C...	1-Met.	½ Fl.	Sp..	4.7	T T.	T T.	½ El..	¾ El..	I Rw.	I Fw.	D M..	W W.	H S..	O G.	....
Orleans	12	111	53	28x4.95	4	69x100	2.7x4.9	91	4	D..	L..	4	Sep.	CI.	C C.	He..	St..	Pump	FlPr.	Own	Vac...	Var....	M.	12	S P..	Eng	4	R...	1-Met.	F F..	Sp..	4.0	T T.	T T.	½ El..	½ El..	I Fw.	I Rw.	D M..	W N.	H S..	G G	1400
Orleans	20	129	56	34x6.2	4	80x130	3.1x5.1	157	4	D..	L..	4	Sep.	CI.	C C.	He..	St..	Pump	FlPr.	Own	Var...	Var....	M.	12	S P..	Eng	4	R...	1-Met.	F F..	Sp..	3.2	T T.	T T.	½ El..	½ El..	I Fw.	I Rw.	D M..	W N.	H S..	G G	2050
Overland	14	106	56	31x4.4	4	75x102	2.9x4	110	4	D..	L..	4	Int..	Al.	C C.	He..	Br..	ThS...	SpPr.	Zen	Vac...	Bosch..	M.	12	M D.	Eng	3	C...	1-Met.	½ Fl.	Sp..	4.5	T T.	T T.	¼ El..	¼ El..	I Rw.	E Fw	Hyd..	Pla..	H S..	G G	1685
Owen	60	150	58	36x5.5	8	90x150	3.5x5.9	465	4	D..	L..	8	Sep.	Al.	C C.	He..	St..	Pump	FlPr.	Own	Vac...	Var....	K..	12	S P..	Eng	4	R...	1-Met.	F F..	Sp..	3.5	T T.	T T.	½ El..	½ El..	I Fw.	I Rw.	Air....	W N.	Opt..	G G	2800
Phoenix	12	108	51	30x3.5	4	69x120	2.7x4.75	109	4	D..	I..	4	Sep.	CI.	C C.	He..	Br..	ThS...	PrCs.	Zen	Grav..	B L I C.	M.	12	Co...	Eng	4	R...	F & M	½ Fl.	Sp..	4.3	Spr.	Spr.	½ El..	½ El..	I Rw.	I Rw.	D M*.	W W.	Wood	G G	1280
Phoenix	12	126	56	32x4	6	69x120	2.7x4.75	158	4	D..	I..	4	Sep.	CI.	C C.	He..	Br..	Pump	PrCs.	Zen	Grav..	B L I C.	M.	12	S P..	Eng	4	R...	F & M	F F..	Sp..	4.2	T T.	T T.	½ El..	Cant..	I Rw.	I Rw.	D M*.	W W.	Opt..	G G	2100
Rhode	10	102	48	27x4.4	4	66x90	2.5x3.5	75	3	D..	I..	4	Int..	Al.	O H	Be..	St..	ThS...	SpPr.	Cox.	Grav..	B L I C.	M.	6	S P..	Eng	3	C...	1-Fab.	½ Fl.	Sp..	4.5	T T.	T T.	¼ El..	¼ El..	E Tr.	I Rw.	None..	W S..	Disk.	G G	1100
Rhode	11	108	51	28x4.95	4	66x90	2.5x3.5	75	3	D..	I..	4	Int..	Al.	O H	Be..	St..	ThS...	SpPr.	Cox.	Grav..	B L I C.	M.	6	S P..	Eng	4	C...	1-Fab.	½ Fl.	Sp..	4.5	T T.	T T.	½ El..	Cant..	I Rw.	I Fw.	D M..	W S..	H S..	G G	1150
Riley	11	108	52	27x4.4	4	65.8x110	2.5x4.3	91	4	D..	L..	4	Sep.	Al.	C C.	Ch..	St..	ThS...	SpPr.	Zen	Grav..	B L I C.	M.	12	Co...	Sep.	4	Opt.	2-Fab.	½ Fl.	Sp..	4.7	Spr.	Spr.	½ El..	½ El..	I Rw.	I Fw.	D M..	Ca...	Wire	....	1350
Riley	12	114	52	29x4.95	4	69x110	2.7x4.75	100	4	D..	L..	4	Sep.	Al.	C C.	Ch..	St..	ThS...	SpPr.	Zen	Grav..	B L I C.	M.	12	Co...	Sep.	4	Opt.	2-Fab.	½ Fl.	Sp..	4.7	Spr.	Spr.	½ El..	½ El..	I Rw.	I Fw.	D M..	Ca...	H S.	G G	1500
Rolls Royce	20	129	56	32x4.5	6	76x115	3x4.5	192	3	D..	I..	6	Sep.	Al.	C C.	He..	....	Pump	FlPr.	Own	Grav..	Var....	K..	12	S P..	Eng	4	R...	2-Met.	F F..	Sp..	4.6	Spr.	Spr.	½ El..	½ El..	I Rw.	I Rw.	Ser*...	W N.	Wire	O G.	2500
Rolls Royce	40	144	56	33x5	6	112x118	4.25x5.5	470	3	D..	I..	3	Sep.	Al.	C C.	He..	....	Pump	FlPr.	Own	Vac...	Var....	K..	12	S P..	Sep.	4	R...	1-Met.	F F..	Sp..	3.4	T T.	T T.	½ El..	Cant..	I Rw.	I Fw.	Ser....	W N.	Wire	O G.	4000
Rover	9	104	48	27x4.4	4	60x95	2.3x3.7	65	4	D..	I..	4	Sep.	CI.	C C.	Ch..	St..	Pump	PrCs.	Smi.	Grav..	Var....	M.	6	S P..	Eng	3	C...	F & M	½ Fl.	Wo.	4.8	R R	T A.	½ El..	¼ El..	I Rw.	I Rw.	D M*.	W W.	Disk.	G G.	1200
Rover	14	120	54	31x5.25	4	75x120	2.9x4.75	130	:	D..	I..	4	Sep.	Al.	O H	Wo.	St..	Pump	FlPr.	S U.	Vac...	Var....	M.	12	S P..	Eng	4	R...	1-Met.	¾ Fl.	Sp..	5	T T.	T T.	½ El..	½ El..	I Rw.	I Fw.	D M..	W S..	H S..	G G	2130
Singer	10	103	48	27x4.4	4	63x105	2.5x4.1	79	3	D..	I..	4	Int..	CI.	C C.	He..	Fab.	ThS...	Sp...	Sol..	Grav..	B T H..	M.	12	S P..	Eng	3	R...	2-Fab.	½ Fl.	Sp..	4.5	Spr.	T A.	¼ El..	¼ El..	I Rw.	I Fw.	D M..	Pla..	Disk.	G G	1290
Singer	14	114	51	28x4.95	6	63x95	2.5x3.7	108	4	D..	I..	6	Int..	Al.	C C.	He..	Fab.	Pump	Sp...	Sol..	Vac...	B T H	M.	12	S P..	Eng	3	R...	2-Fab.	½ Fl.	Sp..	4.5	Spr.	T A.	½ El..	¼ El..	I Rw.	I Fw.	D M..	Pla..	H S.	G G	1620
Standard	11	105	51	27x4.4	4	68x90	2.6x3.5	79	3	D..	I..	4	Int..	Al.	C C.	Ch..	St..	ThS...	Sp...	Zen	Grav..	Var....	M.	6	D P..	T T.	3	R...	1-Fab.	½ Fl.	Wo.	4.6	T T.	T T.	¼ El..	¼ El..	I Rw.	I Rw.	None..	W W.	H S..	G G	1120
Standard	12	112	56	28x4.95	4	75x110	2.9x4.3	119	4	D..	I..	4	Int..	Al.	C C.	Ch..	St..	ThS...	PrCs.	Zen	Grav..	Var....	M.	12	D P..	Sep.	3	R...	2-Fab.	½ Fl.	Wo.	4.6	Spr.	Spr.	½ El..	½ El..	I Rw.	I Fw.	D M..	W W.	H S..	G G	1230
Standard	14	116	56	31x5.25	4	75x110	2.9x4.3	119	4	D..	I..	4	Sep.	Al.	C C.	Ch..	St..	ThS...	PrCs.	Zen	Vac...	Var....	M.	12	D P..	Sep.	4	R...	2-Fab.	½ Fl.	Wo.	4.6	Spr.	Spr.	½ El..	½ El..	I Rw.	I Fw.	D M..	W W.	H S..	G G	1550
Star	12	112	48	30x4	4	69x130	2.7x5.1	119	4	D..	L..	4	Sep.	Al.	C C.	He..	Fab.	ThS...	Sp...	Zen	Grav..	Var....	M.	12	S P..	Eng	3	C...	2-Fab.	½ Fl.	Sp..	4.4	Spr.	Spr.	½ El..	½ El..	I Rw.	I Rw.	D M*.	W W.	H S..	G G	1680
Star	12	112	56	30x4	4	69x130	2.7x5.1	119	4	D..	I..	4	Sep.	Al.	C C.	He..	Fab.	T & P.	Sp...	Sol..	Grav..	Var....	M.	12	S P..	Eng	4	C...	2-Fab.	½ Fl.	Sp..	4.4	Spr.	Spr.	½ El..	½ El..	I Rw.	I Rw.	D M*.	W W.	H S..	G G	1730
Star	14	112	56	30x4	4	73x130	2.8x5.1	132	4	D..	L..	4	Sep.	Al.	C C.	He..	Fab.	ThS...	SpPr.	Sol..	Grav..	Var....	M.	12	S P..	Eng	4	C...	2-Fab.	½ Fl.	Sp..	4.4	Spr.	Spr.	½ El..	½ El..	I Rw.	I Rw.	D M*.	W W.	H S..	G G	1790
Star	14	120	56	30x4	4	75x120	2.9x4.75	129	4	D..	I..	4	Sep.	Al.	C C.	He..	Fab.	Pump	SpPr.	Sol..	Grav..	Var....	M.	12	S P..	Eng	4	C...	2-Fab.	½ Fl.	Sp..	...	Spr.	Spr.	½ El..	½ El..	I Rw.	I Rw.	D M*.	W W.	H S..	G G	1850
Star	20	126	56	32x4.5	6	73x130	2.8x5.1	199	4	D..	L..	6	Sep.	Al.	C C.	He..	Fab.	Pump	SpPr.	Sol..	Vac...	Var....	M.	12	S P..	Eng	4	C...	2-Fab.	½ Fl.	Sp..	...	Spr.	Spr.	½ El..	½ El..	I Rw.	I Fw.	D M..	W W.	H S..	G G	2300
Star	20	135	56	32x4.5	6	75x120	2.9x4.75	194	4	D..	I..	6	Sep.	Al.	C C.	He..	Fab.	Pump	SpPr.	Sol..	Vac...	Var....	M.	12	S P..	Eng	4	C...	2-Fab.	½ Fl.	Sp..	...	Spr.	Spr.	½ El..	½ El..	I Rw.	I Fw.	D M..	W W.	H S..	G G	2400
Straker Squire	11	108	46	29x4.95	4	65x110	2.55x4.3	90	4	D..	I..	4	Int..	Al.	C C.	Ch..	St..	ThS...	PrCs.	Sol..	Vac...	B T H..	M.	12	Co...	Eng	4	R...	2-Fab.	½ Fl.	Sp..	4.5	Spr.	T A.	½ El..	½ El..	I Rw.	I Fw.	D M..	Ca...	H S..	G G	1120
Straker Squire	24	133	56	32x4.5	6	80x130	3.1x5.1	239	4	I..	I..	1	Sep.	CI.	O H	He..	St..	Pump	PrCs.	S U.	Vac...	Lucas..	M.	12	S P..	Sep.	4	R...	1-Met.	F F..	Sp..	3.8	T T.	T T.	½ El..	Cant..	I Rw.	I Fw.	D M..	W W.	Wire	G G	2130
Stringer Smith	9	106	48	28x3.5	4	60x95	2.3x3.7	65	4	D..	L..	4	Sep.	CI.	C C.	Ch..	St..	ThS...	Sp...	Zen	Grav..	Lucas..	M.	6	Co...	Sep.	3	R...	1-Fab.	½ Fl.	Bev.	4.3	T T.	T T.	¼ El..	¼ El..	I Rw.	E Rw	None..	W W.	Disk.	O C.	1400
Stringer Smith	11	106	48	28x3.5	4	66x95	2.5x3.7	81	4	D..	L..	4	Sep.	CI.	C C.	Ch..	St..	ThS...	Sp...	Zen	Grav..	Lucas..	M.	6	Co...	Sep.	3	R...	1-Fab.	½ Fl.	Bev.	4.3	T T.	T T.	¼ El..	¼ El..	I Rw.	E Rw	None..	W W.	Disk.	O C.	1450
Sunbeam	14	119	55	32x4	4	75x120	2.9x4.75	130	4	D..	I..	4	Sep.	Al.	C C.	Ch..	CI..	Pump	PrCs.	Cla.	Vac...	B T H..	M.	12	S P..	Eng	3	R...	1-Met.	½ Fl.	Sp..	4.7	T T.	T T.	½ El..	Cant..	I Rw.	I Fw.	D M..	W N.	Wire	O G.	2200
Sunbeam	20	130	55	33x4.5	6	75x110	2.9x4.3	178	3	I..	I..	6	Sep.	Al.	O H	He..	Br..	Pump	PrCs.	Cla.	Vac...	B T H..	M.	12	S P..	Eng	4	R...	1-Met.	½ Fl.	Sp..	4.5	T T.	T T.	½ El..	Cant..	I Rw.	I Fw.	D M..	W N.	Wire	O G.	3100
Sunbeam	20	130	55	33x4.5	6	75x120	2.9x4.75	193	4	D..	I..	6	Sep.	Al.	C C.	Ch..	St..	Pump	PrCs.	Cla.	Vac...	B T H..	M.	12	S P..	Eng	4	R...	1-Met.	½ Fl.	Sp..	4.5	T T.	T T.	½ El..	Cant..	I Rw.	I Fw.	D M..	W N.	Wire	O G.	2730
Sunbeam	30	137	57	36x5.5	8	80x120	3.1x4.7	294	4	D..	I..	8	Sep.	Al.	C C.	He..	Br..	Pump	PrCs.	Cla.	Vac...	B T H..	M.	12	S P..	Eng	4	R...	1-Met.	½ Fl.	Sp..	4.7	T T.	T T.	½ El..	Cant..	I Rw.	I Fw.	Ser...	W N.	Wire	O G.	4750
Surrey	10	102	48	28x3	4	63x100	2.5x3.9	76	4	D..	I..	4	Sep.	CI.	C C.	He..	St..	ThS...	SpPr.	Zen	Grav..	B L I C.	M.	6	Co...	Eng	3	R...	2-Fab.	½ Fl.	Sp..	4.3	Spr.	T A.	½ El..	½ El..	I Rw.	I Rw.	None..	Ca...	Disk.	G G	1500
Swift	10	99	46	27x4.4	4	60x97	2.3x3.8	67	4	D..	L..	4	Int..	Al.	C C.	He..	Br..	ThS...	PrCs.	Sol..	Grav..	Var....	M.	6	S P..	Eng	3	R...	2-Fab.	½ Fl.	Sp..	5	Spr.	T A.	¼ El..	¼ El..	I Rw.	I Fw.	D M..	Spur.	H S..	G G	1200
Swift	12	114	52	31x5.25	4	72x120	2.8x4.7	119	4	D..	L..	4	Int..	Al.	C C.	He..	Fab.	ThS...	PrCs.	Zen	Grav..	Var....	M.	12	S P..	Eng	4	R...	1-Met.	½ Fl.	Sp..	5	T T.	T T.	½ El..	½ El..	I Rw.	I Fw.	D M..	W N.	H S..	G G	1800
Talbot	8	97	47	27x4.4	4	5.7x95	2.2x3.7	59	4	D..	I..	4	Int..	Al.	C C.	He..	St..	Pump	PrCs.	Cla.	Grav..	Delco..	B..	6	S P..	Eng	3	C...	1-Met.	½ Fl.	Sp..	5.1	T T.	T T.	¼ El..	¼ El..	I R★.	I Rw.	None..	W N.	H S..	G G	850
Talbot	10	112	47	28x4.95	4	60x95	2.3x3.7	65	4	D..	I..	4	Int..	Al.	C C.	He..	St..	Pump	PrCs.	Cla.	Grav..	Delco..	B..	6	S P..	Eng	3	C...	1-Met.	½ Fl.	Sp..	5.1	T T.	T T.	¼ El..	¼ El..	I Rw.	I Rw.	None..	W N.	H S..	G G	900
Talbot	12	120	53	30x5.25	6	60x95	2.3x3.7	98	4	D..	I..	6	Int..	Al.	C C.	He..	St..	Pump	PrCs.	Cla.	Vac...	Delco..	B..	6	S P..	Eng	3	Opt.	1-Met.	¾ Fl.	Sp..	5.1	T T.	T T.	½ El..	Cant..	I Rw.	I Rw.	D M*.	W N.	H S..	G G	1500
Talbot	18	128	55	32x4.5	6	70x110	2.75x4.3	155	4	D..	I..	6	Int..	Al.	C C.	Ch..	St..	Pump	PrCs.	Cla.	Vac...	B T H..	M.	12	S P..	Eng	3	R...	1-Met.	¾ Fl.	Sp..	5	T T.	T T.	½ El..	Cant..	I Rw.	I Fw.	D M..	W N.	Wire	G G	2060
Triumph	15	112	56	31x5.25	4	77.5x115	3.1x4.5	132	3	D..	L..	4	Int..	Al.	C C.	Ch..	CI..	Pump	PrCs.	Zen	Vac...	Lucas..	M.	12	S P..	Eng	3	C...	2-Fab.	½ Fl.	Sp..	5.2	Spr.	Spr.	½ El..	½ El..	I Tr..	E Fw	Hyd..	Ca...	H S..	O G	1450
Trojan	10	96	48	28x3.5	2	63x120	2.5x4.75	93	3	I..	‡	2	Int..	CI.	No..	No..	No..	ThS...	PrCs.	Own	Grav..	Remy..	B..	6	None	Eng	2	R...	......	......	Ch..	...	Spr.	Spr.	Cant..	Cant..	E Tr.	I Rw.	None..	Spur.	Disk.	G G	1400
Turner	12	108	48	28x3.5	4	69x100	2.7x3.9	91	3	D..	L..	4	Sep.	CI.	C C.	He..	St..	ThS...	SpPr.	Zen.	Grav..	B T H..	M.	12	D P..	Eng	3	Opt.	2-Fab.	½ Fl.	Sp..	4.3	R R	T A.	½ El..	¼ El..	I Rw.	I Rw.	D M*.	W W.	H S..	G G	1350
Turner	14	120	56	32x4	4	75x120	2.9x4.75	130	4	I..	I..	4	Sep.	CI.	C C.	He..	Br..	ThS...	PrCs.	Zen	Grav..	B T H..	M.	12	Co...	Eng	4	R...	1-Met.	F F..	Wo.	4.8	R R	T T.	½ El..	Cant..	I Rw.	I Rw.	D M*.	W W.	H S..	G G	1560
Vauxhall	14	117	55	31x5.25	4	75x130	2.9x5.1	140	3	D..	L..	4	Sep.	Al.	C C.	Sp..	St..	Pump	PrCs.	Zen	Vac...	Watfd..	M.	12	S P..	Eng	4	R...	1-Met.	½ Fl.	Sp..	4.5	Spr.	Spr.	½ El..	Cant..	I Rw.	I Fw.	D M..	W S..	Wire	G G	2100
Vauxhall	23	129	56	36x4.5	4	95x140	3.7x4.5	242	4	D..	I..	4	Sep.	CI.	C C.	Ch..	St..	Pump	PrCs.	S U.	Vac...	Watfd..	M.	12	M D.	Sep.	4	R...	2-Met.	F F..	Sp..	3.6	Spr.	T A.	½ El..	½ El..	I Rw.	I Fw.	D M..	W W.	Wire	G G	3075
Vauxhall	25	136	56	33x6.75	6	81.5x124	3.2x4.82	236	4	D..	Sl..	6	Sep.	Al.	C C.	He..	....	Pump	PrCs.	S U.	Vac...	Watfd..	M.	12	M D.	Sep.	4	R...	2-Met.	½ Fl.	Sp..	4.1	Spr.	T A.	½ El..	½ El..	I Rw.	I Fw.	Hyd..	W W.	Wire	G G	3700
Vauxhall	30	118	54	32x4.5	4	98x140	3.8x5.5	259	4	D..	I..	4	Sep.	Al.	C C.	Ch..	St..	Pump	PrCs.	Zen	Vac...	Watfd..	M.	12	M D.	Sep.	4	R...	2-Met.	½ Fl.	Sp..	3.3	Spr.	T A.	½ El..	½ El..	I Rw.	I Fw.	D M..	W W.	Wire	G G	2800
Vulcan	12	105	46	28x4.95	4	69x100	2.7x3.9	91	3	D..	L..	4	Int..	Al.	C C.	He..	Br..	ThS...	SpPr.	Zen	Grav..	B T H..	M.	6	S P..	Eng	4	R...	1-Met.	½ Fl.	Wo.	5.2	T T.	T T.	½ El..	¼ El..	I Rw.	I Fw.	D M..	Ca...	H S..	G G	1230
Vulcan	12	110	46	28x4.95	4	69x120	2.7x4.75	109	4	D..	I..	4	Sep.	CI.	C C.	He..	CI..	ThS...	PrCs.	Zen	Vac...	Simms..	M	12	Co...	Eng	4	R...	1-Met.	½ Fl.	Wo.	4.8	T T.	T T.	½ El..	Cant..	I Rw.	I Fw.	D M..	Ca...	Wire	G G	1430
Waverley	16	120	51	31x5.25	6	65x100	2.55x3.9	121	4	D..	I..	6	Int..	CI.	C C.	Ch..	St..	Pump	SpPr.	Zen	Vac...	B T H..	M.	12	Co...	Eng	4	R...	2-Fab.	¾ Fl.	Sp..	4.2	Spr.	Spr.	½ El..	¼ El..	I Rw.	I Fw.	D M..	Ca...	H S..	G G	1950
Westcar	12	108	48	31x5.25	4	69x100	2.7x3.9	91	3	D..	L..	4	Sep.	CI.	C C.	He..	St..	ThS...	SpPr.	Zen	Vac...	B T H..	M.	6	S P..	Eng	4	C...	2-Fab.	F F..	Sp..	4.3	Spr.	T A.	½ El..	½ El..	I Rw.	I Fw.	D M..	Ca...	H S..	G G	1350
Whitlock	12	114	50	28x4.95	4	69x100	2.7x3.9	91	4	D..	L..	4	Int..	Al.	C C.	Ch..	St..	ThS...	PrCs.	Zen	Vac...	Fell....	M.	12	S P..	Eng	4	R...	1-Met.	½ Fl.	Sp..	4.3	T T.	T T.	½ El..	½ El..	I Rw.	I Fw.	D M..	Ca...	H S..	G G	1350
Whitlock	16	124	52	31x5.25	6	65x100	2.55x3.9	122	4	D..	I..	4	Int..	CI.	C C.	Ch..	St..	Pump	SpPr.	Zen	Vac...	B T H..	M.	12	Co...	Eng	4	R...	F & M	½ Fl.	Sp..	4.5	R R	T A.	½ El..	½ El..	I Rw.	I Fw.	D M..	Ca...	H S..	O G.	2000
Windsor	10	108	48	28x4.4	4	65x102	2.55x102	82	3	D..	I..	4	Int..	CI.	C C.	He..	Br..	ThS...	PrCs.	Sol..	Grav..	B L I C.	M.	6	S P..	Eng	4	R...	2-Fab.	¾ Fl.	Sp..	4.4	Spr.	Spr.	½ El..	½ El..	I Rw.	I Fw.	D M..	W W.	H S..	O C.	1230
Wolseley	11	105	50	28x4.95	4	65x95	2.55x3.7	77	4	D..	I..	4	Int..	Al.	O H	Ch.. Be..	St..	ThS...	Sp...	Sol..	Grav..	B L I C.	M.	6	M D.	R A.	3	R...	1-Met.	½ Fl.	Wo.	5.2	Spr.	T T.	¼ El..	¼ El..	I Rw.	I Rw.	None..	W W.	H S..	G G	1350
Wolseley	16	118	52	31x5 25	4	80x130	3.1x5.1	157	4	D..	L..	4	Sep.	Al.	C C.	Ch..	St..	Pump	Sp...	Sol..	Vac...	B L I C.	M.	12	S P..	Sep.	4	R...	1-Met.	½ Fl.	Wo.	5.2	Spr.	T T.	¼ El..	¼ El..	I Rw.	I Fw.	D M..	W W.	H S..	G G	2260
Wolseley	24	137	56	32x4.5	6	80x130	3.1x5.1	235	4	D..	L..	6	Sep.	Al.	C C.	Ch..	St..	Pump	Sp...	S U.	Vac...	B L I C.	M.	12	M D.	Sep.	4	R...	2-Met.	¾ Fl.	Sp..	4.7	Spr.	T A.	½ El..	Cant..	I Rw.	I Fw. E Tr.	D M..	W S..	H S..	G G	2360

ABBREVIATIONS:
—At Extra Cost.
‡—Valveless, Two Stroke.
Al—Aluminum.
B—Battery.
Be—Bevel.
Br—Bronze.
C—Central.
Ch—Chain.
Ca—Cam.
Cant—Cantilever.
CC—In Crankcase.
Cla—Claudel.
CI—Cast Iron.
Co—Cone.
D—Detachable.
DM—Direct Mechanical.
DP—Dual Dry Plate.
½El—Half-elliptic.
¼El—Quarter-elliptic.
¾El—Three-quarter Elliptic.
T½El—Transverse Half-elliptic.
Eng—Unit with Engine.
EFw—External Four Wheels.
Epi—Epicyclic Gear.
ERw—External Rear Wheels.
ETr—External Transmission.
F—In Head and Side.
Fab—Fabric.
FF—Full Floating.
½Fl—Semi-floating.
¾Fl—Three-quarter Floating.
FlPr—Pressure to all bearings including wrist pins.
Fr—Friction Disk Transmission.
GC—Grease Cups.
GG—Grease Gun.
Grav—Gravity.
He—Helical Gears.
HS—Hollow Pressed Steel.
Hyd—Hydraulic.
I—Integral (cylr. head).
Int—Integral (cyls and crankcase).
I—Valves in Head.
IFw—Internal Four Wheels.
IRw—Internal Rear Wheels.
ITr—Internal Transmission.
K—Magneto and Battery.
L—Valves at Side.
M—Magneto.
M & B—Magneto and Battery.
MD—Multiple Dry Plate.
Met—Metallic.
Opt—Optional.
OC—Oil Cups.
OH—Overhead.
OG—Oil Gun.
Pla—Planetary.
Pr Cs—Pressure to crankshaft bearings and big-ends through hollow crankshaft.
Pres—Pressure.
R—Right hand.
RA—Unit with Rear Axle.
R & P—Rack and Pinion.
RR—Radius Rods.
Sl—Sleeve Valves.
Scint—Scintilla.
Sep—Separate Unit (Gearset).
Spr—Springs.
Sp—Spiral Bevel.
Sp—Spur Gears (Camshaft).
SP—Single Plate.
Smi—Smith.
Spl—Splash.
Sp Pr—Splash with Pressure.
Sol—Solex.
St—Steel.
St—Straight Bevel (Final Drive).
T—On Both Sides (Valves).
T & P—Combination Thermo Syphon and Pump.
TA—Torque Arm.
ThS—Thermo Siphon.
TT—Torque Tube.
Trans—Transverse.
Vac—Vacuum.
Var—Various.
Watfd—Watford.
Wo—Worm.
WN—Worm and Nut.
WS—Worm and Sector.
WW—Worm and Wheel.
Zen—Zenith.

American Export Passenger Car Specifications

(Applying to Standard Phaeton Model)

MAKE AND MODEL	Number of Passengers	EXTRA FOR BOXING $		BOXING CUBICAL Contents (Cu. Ft.)		MAGNETO		RIGHT HAND DRIVE		Make of Metric Speedometer	Metric Gasoline Gauge Fitted?	WHEELS				COLORS			Tires—Metric Size Optional?	TOP	
												Wire		Disk							
		Complete Phaeton	Chassis	Complete Phaeton	Chassis	Make	Extra Charge $	Fitted?	Extra Charge $			Optional? Number	Extra Cost	Optional? Number	Extra Cost	Standard	Options	Extra Charge $		Folding or Permanent	Boots and Irons Fitted?
Ajax	5	$40	$40	311¼	297¾	None		Yes	None..	Stewart	No..	No- 0		S. E.		Cactus Gray	None	None..	No..	Fold..	Yes
Apperson	6	5			562	None					No..	No- 0				Blue, Red, Green	Gray			Opt..	Yes*
Apperson	St. 8	5			569	None					No..	No- 0				Blue, Red, Green	Gray			Opt..	Yes*
Auburn	6-66	5	75	65	396	283	Bosch	60.00	Yes	10.00	Stew. War	No..	No- 0		No- 0		Blue, Gray	All	$75	No..	Fold..	Yes*
Auburn	8-88	5	80	65	463	329			Yes	10.00	Stew. War	No..	No- 0		No- 0		Blue, Brown	All	75	No..	Fold..	Yes*
Buick	"Standard"	5	52	42	317	149	None		Yes	5.95	A. C.	No..	Yes- 5	49	No- 0		Gray	None	None..	No..	Fold..	Yes*
Buick	"Master" (120)	5	71	47	345	165	None		Yes	5.15	A. C.	No..	Yes- 5	61	No- 0		Gray	None	None..	No..	Fold..	Yes*
Buick	"Master" (128)	4	74	53	365	162	None		Yes	10.25	A. C.	No..	Yes- 5	61	No- 0		Blue	None	None..	No..	Fold..	Yes*
Cadillac	314	7	98	98	457	448	None		Yes	27.50	A. C.	Yes	Yes- 5	112	Yes- 5	None..	Blue	3 Colors	None..	No..	Fold..	Yes
Case	JIC	5	Yes		405	360	Bosch	Yes	Yes	None..	Waltham	No..	Yes- 5	Yes..	Yes- 4	Yes..	None	All	Yes..	No..	Fold..	Yes*
Case	Y	7			500		Bosch	Yes	Yes	None..	Waltham	No..	Yes- 5	Yes..	Yes- 4	Yes..	None	All	Yes..	No..	Fold..	Yes*
Chandler	SS	7	70	70	368	240	Bosch	52.00	Yes	None..	A. C.	No..	Yes- 5	70	Yes- 5	45	Gray, Green	Blue, Brown	None..	No..	Fold..	Yes
Chevrolet	K	5	52	39	214	121	None		Yes	4.81	A. C.	No..	No- 0		Yes- 0	b21	Gray	None	None..	No..	Fold..	Yes*
Chrysler	Four	5	45	45	332	332	R. Bosch	27.00	Yes	None..	A. C.	No..	Yes- 5	50	Yes- 4	10	Brown	None	None..	No..	Fold..	Yes
Chrysler	6-G	5	45	45	332	332	R. Bosch	30.00	Yes	25.00	A. C.	No..	Yes- 5	50	Yes- 4	10	Gray	None	None..	No..	Fold..	Yes
Cleveland	31	5	63	63	308	192	Bosch	45.00	Yes	None..	Stewart	No..	Yes- 5	60	Yes- 5	30	Sage Green	None	None..	No..	Fold..	Yes
Cleveland	43	5	67	67	344	239	Bosch	45.00	Yes	None..	Stewart	No..	Yes- 5	60	Yes- 5	30	Blue	None	None..	No..	Fold..	Yes
Cunningham	V-6	7	100	100	644		None		No..		Waltham	Yes	Yes- 6	No..	Yes- 6	None..		All	None..	Yes		
Davis	92	5	60	50	357	265	None		Yes	None..	Stew. War	No..	Yes- 5	100	S. E.-5	None..	Blue, Green	All	None..	Yes	Opt..	Yes
Davis	93	5	60	50	370	267	None		Yes	None..	Stew War	No..	Yes- 5	100	S. E.-5	None..	Blue, Green	All	None..	Yes	Opt..	Yes
Diana		5	70	55	350	275	None		Yes	None..	Stewart	No..	Yes- 5	Yes..	Yes- 4	Yes..	Blue, Green	2 Colors	None..	Yes	Fold..	Yes*
Dodge Brothers	1920	5	Yes	Yes	341	c470	Eisemann	e35.00	Yes	No**	North East	No..	No- 0		No- 0		Black	None	None..	No..	Fold..	Yes
Duesenberg	St. 8	5																			Perm..	
Durant	A-22	5	42	35	273	136	Simms	Yes	Yes	Yes..	Stewart	No..	Yes..	Yes..	Yes- 4	None..		Yes	None..	No..		
Elcar	4-55	5 or 7	60		360		R. Bosch	32.50	Yes	20.00	Stewart	No..	Yes- 5	55	Yes- 0	18	None	6 Colors	None..	Yes	Fold..	Yes
Elcar	6-65	5 or 7	60		360		None		Yes	20.00	Stewart	No..	Yes- 5	55	Yes- 4	18	None	6 Colors	None..		Fold..	Yes
Elcar	8-80	5 or 7	75		396		R. Bosch	70.00	Yes	20.00	Stewart	No..	Yes- 5	80	Yes- 0	None..	None	6 Colors	None..		Fold..	Yes
Essex	6	5					None		Yes	None..	Stewart	No..	Yes..	Yes..	No- 0					No..	Fold..	Yes
Flint	60	5	55	50	312	211	None		Yes	Yes..	Stew. War	No..	No- 0		No- 0		Blue	None	None..	No..	Fold..	Yes*
Flint	80	5	60	50	331	224	None		Yes	Yes..	Stew. War	No..	No- 0		No- 0		Blue	Gray		No..	Fold..	Yes*
Ford	T	5	Yes	Yes	266	119	Yes	None..	No..		None	No..	No- 0		No- 0		Black	None	None..	No..	Fold..	No
Franklin	Series 11	5	Yes		586		None		Yes	125.00	Waltham	No..					Moleskin	All			Fold..	Yes
Gardner	"6"	5	70	60	355	300	None		Yes	Yes..	Stew. War	No..	Yes- 5	Yes..	Yes- 5	Yes..	Gray	Yes	Yes..	Yes	Fold..	No
Gardner	"8"	5	75	65	369	310	None		Yes	Yes..	Stew. War	No..	Yes- 5	Yes..	S. E.-5		Sage Green	Yes	Yes..	Yes	Perm..	No
Gray	"6"	5	50	c65	250	c175	Bosch	50.00	Yes	Yes ..	Yes	No..	Yes- 5	52	Yes- 4	10	Gray	4 Colors	35	No..	Fold..	Yes*
Hudson	Super 6	7					None		Yes	None..	Stewart	No..	Yes..	Yes..	No- 0					No..	Fold..	Yes
Hupmobile	A	5	50	50	346	346	Bosch		Yes		Stew. War	No..	No- 0		No- 0		Blue Green	None	None..	No..	Fold..	Yes
Hupmobile	E	5	50	c65	355	c487	None		Yes	20.00	Stew. War	No..	No- 0		Yes..	25	Blue, Gray	None	None..	No..	Fold..	Yes
Jewett	New Day	5	55	49	330	256	Bosch	50.00	Yes	15.00	Stew. War	No..						None	None..	No..	Fold..	Yes*
Jordan	A	5	75	100	400	273	None		No..		Waltham	No..	Yes- 5	80	Yes- 4	35	Green	2 Colors	None..	No..	Fold..	Yes
Kissel	55	5	90		468		Remy	50.00	No..		Stewart	No..	Yes..	125	Yes- 6	47	Maroon	All	50	No..	Fold..	Yes
Kissel	75	5	75		438			50.00	Yes	50.00	Stewart	Yes	Yes- 5	125	Yes- 5	48	Red	All	50			Yes
Lincoln		4 or 7	Yes	Yes	474		None		Yes		Waltham	No..	Yes- 5	Yes..	Yes- 5	Yes..	Optional	3 Colors	None..	No..	Fold..	Yes
Locomobile	"Jr. 8"	5	63	52	330	176	None		Yes	20.00	Stewart	No..	Yes- 5	70	Yes- 4	10	2 Tone Tan	None	None..	No..	Fold..	Yes*
Locomobile	48	7	125	6615	638	416	None		No..		Stew. War	Yes	Yes- 6	150	No- 0		None	All	None..	No..	Opt..	Yes
Marmon	74	7	105	100	511	426	None		Yes	100.00	Waltham	Yes	Yes- 5	100	No- 0			3 Colors	None..	No..	Fold..	Yes
McFarlan	TV	4	150	75	575		Splitdorf	None..	Yes	None..	Stew. War	No..	Yes..	None..	Yes- 6	None..		All	None..	Yes	Fold..	Yes
Moon	Series A	5	60	50	324	226	None		Yes	None..	Stewart	No..	Yes- 5	35			Blue			Yes	Opt..	Yes*
Moon	London	5 or 7	70	60	352	281	Dixie	35.00	Yes	None..	Stewart	No..	Yes- 5	55			Beige Brown	Blue (2)	None..	Yes	Fold..	Yes*
be							Bosch	50.00														
Nash	Special	5	60	50	344	260	Bosch	40.00	Yes	None..	Stewart	No..	Yes- 5	50	S. E.-5		Sky Blue	None	None..	No..	Opt..	Yes
Nash	Advanced	5	60	50	365	276	Bosch	40.00	Yes	None..	Stewart	No..	Yes- 5	50	S. E.-5		Nash Blue	None	None..	No..	Opt..	Yes
Nash	Advanced	7	60	50	378	285	Bosch	40.00	Yes	None..	Stewart	No..	Yes- 5	50	S. E.-5		Nash Blue	None	None..	No..	Opt..	Yes
Oakland	54-C	5	66	49	319	137	None		Yes	6.25	A. C.	No..	No- 0		Yes- 5		Gray	None	None..	No..	Fold..	Yes*
Oldsmobile	30	5	59	43	292	130	None		Yes	5.00	A. C.	No..	No- 0		No- 0		Brown	None	None..	No..	Fold..	Yes
Overland	91	5	37	37	261	90	Bosch	50.00	Yes	None..	Stew. War	No..	No- 0		No- 0		Black	3 Colors	15	No..	Fold..	Yes
Overland	93	5	43	43	247	139	Bosch	50.00	Yes	None..	Stew. War	No..	No- 0		No- 0		Blue, Gray	None	None..	No..	Fold..	Yes
Packard	6-326	5	75	70	416	416	None		Yes	25.00	Stew. War	Yes	Yes- 5	O. A.	S. E.		Gray	All	O. A.	No..	Fold..	Yes
Packard	6-333	7	75	70	432	432	None		Yes	25.00	Stew. War	Yes	Yes- 5	O. A.	S. E.		Gray	All	O. A.	No..	Fold..	Yes
Packard	8-236	5	90	80	435	435	None		Yes	25.00	Waltham	Yes	Yes- 5	O. A.	S. E.		Gray	All	None..	No..	Fold..	Yes
Packard	8-243	7	90	80	452	452	None		Yes	25.00	Waltham	Yes	Yes- 5	O. A.	S. E		Gray	All	None..	No..	Fold..	Yes
Paige		7	65	55	418	315	None		Yes	25.00	Stew. War	No..	Yes- 5	100	Yes- 4	30	Green	None	None..	No..	Fold..	Yes*
Peerless	6-72	5	100		387		None		No..		Stew. War	No..	Yes		Yes		Optional				Fold..	
Peerless	6-80	4	60	60	335	255	None		Yes	25.00		No.	No- 0	Yes- 0	SE		Blue, Green, Gray				Fold..	Yes
Peerless	Equip "8"	7	90	90	373		None		No..		Waltham	No..	Yes		Yes		Optional				Perm..	No
Pierce Arrow	80	7	125	105	548	408	None		Yes	O. A.	Waltham	No..	Yes	O. A.	Yes	O. A.	Optional	All	None..	No..	Perm..	No
Pierce Arrow	33	7	130	115	702	550	None		No..		Waltham	No..	Yes- 5	185	Yes- 5	185	Optional	All	None..	No..	Fold..	Yes*
Reo	T6 Special	5	50	45	339	227	None		Yes	None..	North East	No..	No- 0		S. E.		Blue, Gray	None	None..	No..	Fold..	Yes
Rickenbacker	6-E	5	75	60	331	213	None		Yes	None..	Stewart	No..	No- 0		Yes- 4	50	Green, Gray	None	None..	No..	Fold..	Yes
Rickenbacker	B-8	5	75	60	352	247	None		Yes	None..	Stewart	No..	No- 0		Yes- 4	50	Gray, Green	None	None..	Yes	Fold..	Yes
Stanley	SV252	5	105		370	440	None		No..		Stewart	No..	No- 0		No- 0		Green	Yes	Yes..	No..	Perm..	No
Studebaker	Standard 6	5	60	c65	370	c346	None		Yes	None..	Stewart		No- 0		No- 0		Black	Metal Blue	Yes		Opt..	Opt.
Studebaker	Special 6	5	76	c83	439	c399	None		Yes	None..	Stewart		No- 0		No- 0		Blue	Metal Blue	Yes		Opt..	Opt.
Studebaker	Big 6	7	80	70	465	351	None		Yes	None..	Stewart		No- 0		No- 0		Blue	Metal Blue	Yes		Opt..	Opt.
Stutz	AA	5																				
Velie	60	5	65	60	370		Bosch	35.00	Yes	None..	Stewart	No..	Yes- 5	75	Yes- 4	30	Blue	None	None	No..	Opt..	No
Wills Ste. Claire	B&C-68	7	Yes	Yes	386	386	None		Yes	None..	Yes	No..	Yes- 5	300	S. E.-5	None..	Gray	All	Yes..	No..	Perm..	No
Wills Ste. Claire	W-6	7	Yes.	Yes.	386	386	None		Yes.	None.	Yes	No..	Yes- 5		S. E.-5	None..	Gray	All			Fold..	No
Willys-Knight	66	5	50	45	361	361	None		Yes	None..	Stew War	No..	No- 0		No- 0		Gray			No..	Fold..	Yes

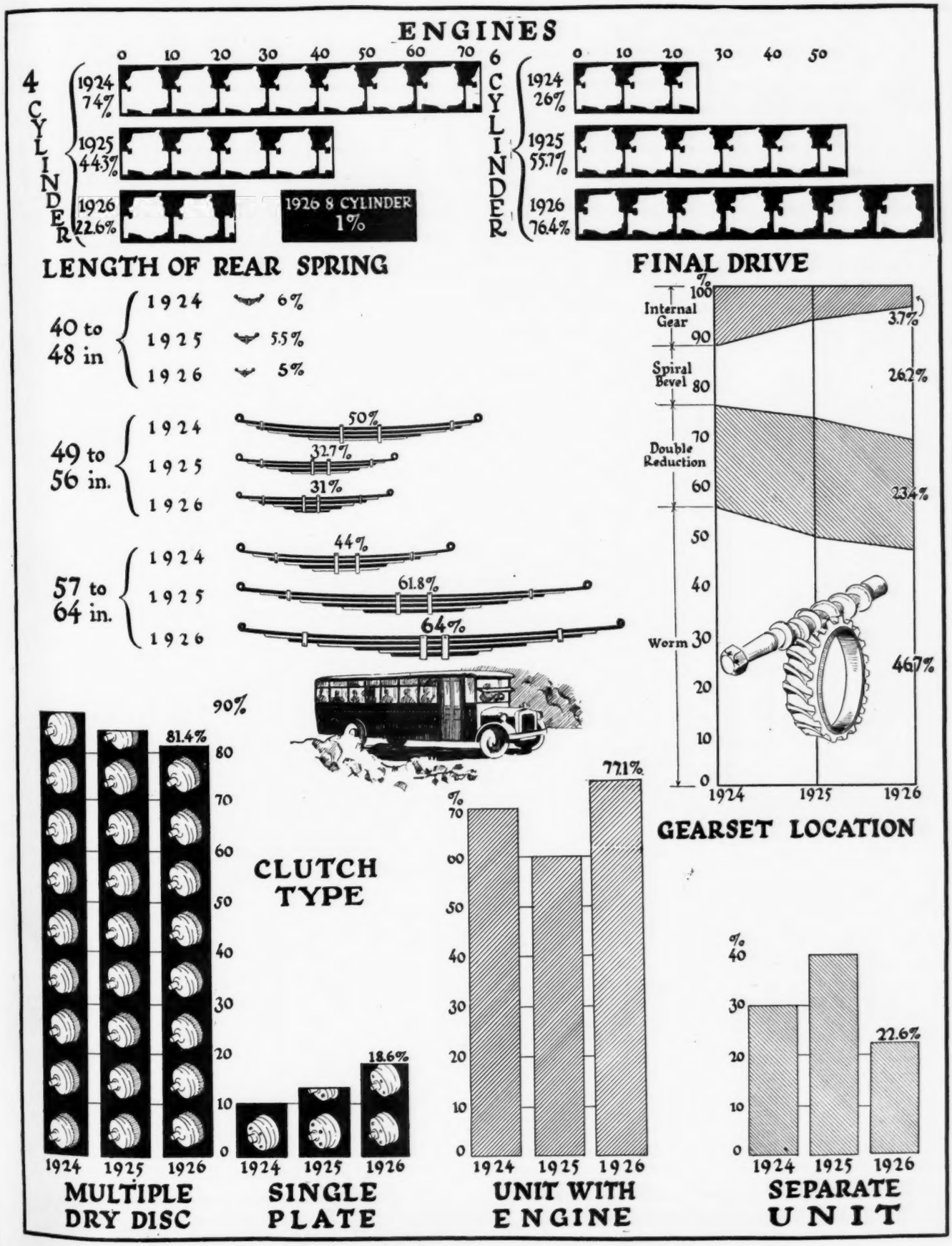
ABBREVIATIONS:
*—At extra cost
**—Magneto ignition required with R. H. drive $35 extra

c—Two per box
e—Magneto required with R. H. drive.
Fold—Folding

OA—On Application
Opt—Optional
Perm—Permanent

SE—Standard equipment
StewWar—Stewart Warner

Trends in American Motor Bus Design



American Gasoline

This Table comprises Motor Bus Chassis which are

For other chassis which are recommended and adapted for Bus use,

MAKE AND MODEL	GENERAL							ENGINE							ELECTRICAL SYSTEM						GOVERNOR		TRANS	
	Passenger Rating	Price—Chassis	Standard Wheelbase (Ins.)	Tread, Front and Rear (Ins.)	Chassis Weight (Lbs.)	Tires Type and Sizes		Make and Model	Number of Cylinders, Bore and Stroke (Ins.)	Rated Horse Power (N.A.C.C.)	Valve Arrangement	Oiling System	Fuel System		Ignition System		Generator and Starter Make	Maximum Capacity of Generator (Watts)	Battery		Type	Maximum Governed Speed (M.P.H.)	Clutch	
						Front (Ins.)	Rear (Ins.)						Carbuter Make	Fuel Feed	Make	Current Source			Make	Voltage and Amp. Hour Capacity			Make	Type
Ace.....C	30	$4800	204	70 –80½	6500	S-36x6	S-36x6	Cont.....7T	6-4½x5¼	40.8	L..	Pr Cs.	Zen..	V..	Eis..	M..	RBos.	††	USL.	12–110	††	††	B-L..	MDD
Acme.....116	16	§	180	58 –70	5200	P-32x6	P-32x6d	Cont.....6B	6-3¾x5	33.7	L..	Pr Cs.	Zen..	V..	Opt..	B..	ABos.	††	Wil..	6–111	N P..	N P..	B-L..	MDD
Acme.....118	18	§	205	58½–70	5600	P-32x6	P-32x6d	Cont.....6B	6-3¾x5	33.7	L..	Pr Cs.	Zen..	V..	ABos.	B..	ABos.	120	Wil..	6–111	N P..	N P..	B-L..	MDD
Acme.....121	21	§	205	58½–72⅛	6000	P-32x6	P-32x6d	Cont.....7T	6-4⅛x5¼	40.8	L..	Fl Pr.	Str..	V..	ABos.	B..	ABos.	120	Wil..	6–111	N P..	N P..	B-L..	MDD
Amer. LaFrance...4R	29°	.....	226°	68⅛–67¾	9100	S-34x7	S-34x7	Own.....4R	4-4¾x6	36.1	L	Sp Pr.	Zen..	V..	R-Bos.	M..	N-E....		Wil..	12–140	None..	None..	Own..	MDD
Brockway.....EB	20	§	153	56 –58	3850	P-32x6	P-32x6	Wisc..... SU	4-4 x5	25.6	I..	Pr Cs.	Zen..	V..	Eis..	M..	L-N..	112	Exi..	12–220	N P..	N P..	B-L..	MDD
Brockway.....EB4	20	§	153	56 –58	3900	P-30x5	P-30x5d	Wisc.....Y	6-3⅜x5	27.3	I..	Pr Cs.	Zen..	V..	Eis..	M..	L-N..	112	Exi..	12–220	N P..	N P..	B-L..	MDD
Brockway.....H	22	§	200	60 –66	4975	P-32x6	P-32x6d	Cont.....6B	6-3¾x5	33.7	L..	Fl Pr..	Zen..	V..	Eis..	M..	L-N..	350	Exi..	12–220	N P..	N P..	B-L..	MDD
Brockway.....J6	25	§	185	66½–76	6585	P-36x6	P-36x6d	Cont.....6B	6-3¾x5	33.7	L..	Fl Pr..	Zen..	V..	Eis..	M..	L-N..	350	Exi..	12–220	N P..	N P..	B-L..	MDD
Brockway.....I	40	§	225	66½–77⅜	7650	P-34x7	P-34x7d	Wisc.....Z	6-4½x5	48.6	I..	Pr Cs.	Str....	V..	Eis..	M..	L-N..	350	Exi..	12–220	N P..	N P..	B-L..	MDD
			235																					
Clinton.....65B	30	4075	184	58½–58½	5925	P-36x6	P-36x6d	Buda...EBU	6-4¼x5½	28.9	L..	Pr Cs.	Zen..	V..	Opt..	M..	RBos.	††	Pre..	6–90	††	††	B-L..	MDD
Clinton.....65BS	35	4800	220	68 –76¾	6600	S-36x6	S-36x6d	Buda...YBU	6-4½x6	32.4	L..	Pr Cs.	Zen..	V..	Opt..	M..	RBos.	††	Pre..	6–130	††	††	B-L..	MDD
Commerce.....65	34	§	242	68 –75¾	8220	P-36x6	P-36x6d	Cont....14H	6-4½x5¾	48.6	L..	Fl Pr..	Zen..	V..	ABos.	M..	L-N..	300	Wil..	12–135	Opt..	Opt..	B-L..	MDD
Day-Elder.....20	20	§	168	56 –58	5200	P-36x6	P-38x7	Buda...KBU	4-4 x5¼	25.6	L..	Pr Cs.	Zen..	V..	Eis..	M..	ABos..	75†	Wil..	6–153	Su....	35†	B-L..	MDD
Day-Elder.....25	25	§	180	58 –58½	5600	P-36x6	P-40x8	Cont.....6B	6-3¾x5	33.7	L..	Pr Cs.	Zen..	V..	Eis..	M..	ABos..	75†	Wil..	6–153	Su....	35†	B-L..	MDD
Day-Elder.....30	30	§	196	68½–74	7000	P-36x6	P-36x6	Buda...BUS	6-4 x5⅛	38.4	L..	Pr Cs.	Zen..	V..	Eis..	M..	L-N..	300†	Wil..	6–153	Ce....	35†	B-L..	MDD
Denby.....36	30	5000	216	74 –74	7000	P-36x6	P-36x6d	Cont.....6B	6-3¾x5	33.7	L..	Pr Cs.	Zen..	V..	RBos.	M..	RBos.	††	Wil..	12–130	††	††	Ful..	MDD
Dorris.....L-6	25	5450	224	72¼–67	6300	P-36x6	P-36x6d	Own.....6–80	6-4 x5	38.4	I..	Pr Cs.	Str....	V..	ABos.	B..	N-E..	225	Wil..	12–130	N P..	N P..	B-L..	MDD
Dorris.....M-4	18	3535	176	56 –58	4480	P-32x6	P-32x6d	Own.....K	4-4¼x5½	28.9	I..	Pr Cs.	Str....	V..	ABos.	B..	ABos.	108	Wil..	6–139	N P..	N P..	B-L..	MDD
Fageol Inter City.....	22	5375	218	70 –76	6450	P-36x6	P-38x7	HaS.....50	4-4¼x5½	28.9	I..	Pr Cs.	Zen..	V..	Del..	B..	Del..	††	Exi..	6–240	Ce....	41	B-L..	MDD
Fageol Street Car.....	29	6315	230	70 –70	6700	P-36x6	P-36x6d	HaS.....75	6-4¼x5½	43.3	I..	Pr Cs.	Zen..	V..	Del..	B.	Del.	††	Exi..	12–240	Ce....	41	B-L..	MDD
Fageol Double Deck....	58	7150	230	73 –72	7325	P-34x7	P-34x7d	HaS...75"C"	6-4¼x5½	43.3	I..	Pr Cs.	Zen..	V..	Del..	B.	Del.	400	USL	12–120	Ce....	35	B-L.	MDD
Federal.....S26	17–21	1775	156	56 –57	3200	P-32x6	P-34x7	Knight....64	4-3⅝x4½	21	Sl..	Pr Cs.	Zen..	V..	A-L..	B..	A-L..	125	Exi..	6–120	Su....	35	B&B.	SP....
Federal.....UB6	25	.....	190	60 –60	5450	P-36x6	P-36x8d	Cont.....6B	6-3¾x5	33.7	L..	Pr Cs.	Zen..	V..	Eis..	M..	Rem....	....	Exi..	6–185	Ce....	35	B&B.	SP....
Fifth Ave. Coach...J	29	§	172	68¼–71¼	5660	C*-34x5	C*-34x7d	Yell.....EZ	4-4 x6	25.6	SI..	Pr Cs.	Zen..	V..	Eis..	M..	§§N-E	300	Wil..	12–90	N P..	N P..	Yell..	SP....
Fifth Ave. Coach...L	55	§	172‡	67 –77½	6850	C*-34x5	C*-34x5d	Yell.....EZ	4-4 x6	25.6	SI..	Pr Cs.	Zen..	G..	Eis..	M..	§§N-E	300	Edi..	12–150	N P..	N P..	Yell..	SP....
Garford.....KB	17	§	180	58 –59½	3600	P-32x6	P-32x6	Wisc.....Y	6-3⅜x5	27.4	I..	Pr Cs.	Zen..	V..	A-Lt..	B.	A-L.	††	Wil..	6–135	N P..	N P..	B-L..	MDD
Garford.....51D	29	§	187	68 –80	6500	P-36x6	P-36x6d	Buda...BUS	6-4 x5½	38.4	L..	Pr Cs.	Str....	V..	Spl....	M..	Remy	††	Wil..	6–190	N P..	N P..	Own..	MDD
Garford.....CB	30	§	220	72 –76	6900	P-36x6	P-36x6d	Wisc.....Z	6-4½x5	48.6	I..	Pr Cs.	Zen..	V..	Spl....	M..	L-N..	††	Wil..	12–130	N P..	N P..	B-L..	MDD
Gary.....45B	40	5500	220	68 –72	.....	P-36x6	P-36x6d	Buda....GL6	6-4½x6	48.6	L..	Pr Cs.	Str....	V..	Remy	B..	Remy	††	††	††	††	††	Ful..	MDD
Gotfredson...56-B-60	60	§	228½	71 –78	††	P-36x8	P-36x8	Buda....GL6	6-4½x6	48.6	L..	Pr Cs.	Zen..	V..	RBos.	M..	N-E..	225	Wil..	12–250	Opt..	Opt..	B&B.	SP....
Gotfredson...50-B-29	29	§	208°	71 –75	††	P-36x6	P-36x6d	Buda....BU1	6-4 x5⅛	38.4	L..	Pr Cs.	Zen..	V..	RBos	M..	N-E..	225	Wil..	12–250	Opt..	Opt..	B&B.	SP....
Graham Bros.....YB	21	1600	158	56 –56	3700	P-32x6	P-34x7d*	Dodge.....	4-3½x4½	24.0	L..	Pr Cs.	Ste....	V..	N-E....	....	N-E.	300	Exi..	12–90	N P†.	N P†	Own..	MDD
Gramm & Kin. 6-15-3	15	1755	164	57 –58	3100	P-30x5	P-30x5	Cont.....8R	6-3⅜x4½	27.3	L..	Pr Cs.	Zen..	V..	A-Lt..	B.	A-L.	††	USL.	6–135	††	††	Cov..	MDD
Gramm & Kin. 6-20-3	20	2760	184	57 –58	3800	P-32x6	P-32x6	Cont.....6B	6-3¾x5	33.7	L..	Pr Cs.	Zen..	V..	A-Lt..	B.	A-L.	††	USL.	6–135	††	††	Cov..	MDD
Gramm & Kin. 6-25-3	25	3100	184	57 –58	3900	P-32x6	P-34x7	Cont.....6B	6-3¾x5	33.7	L..	Pr Cs.	Zen..	V..	A-Lt..	B.	A-L.	††	USL.	6–135	††	††	Cov..	MDD
Gramm Kincaid...263NC	15	.....	164	58 –57	3400	P-30x5	P-30x5	Cont.....8R	6-3⅜x4½	27	L..	Pr Cs.	Zen..	V..	A-L.	B.	A-L..	....	USL.	.....	N P..	.....	Cov..	MDD
Gramm Kincaid...2063RA	18–20	.....	184	56 –57	3800	P-32x6	P-32x6	Cont.....6B	6-3¾x5	33.7	L..	Fl Pr.	Zen..	V..	A-Lt..	B.	A-L..	....	USL.	6	N P..	.....	Cov..	MDD
Gramm Kincaid...2163RA	21	.....	184	56 –57	4200	P-34x7	P-34x7	Cont.....6B	6-3¾x5	33.7	L..	Fl Pr.	Zen..	V..	A-Lt..	B.	A-L..	....	USL.	.....	N P..	.....	Cov..	MDD
Grass Premier.....75	16	3100	180	56 –56	4100	P-32x6	P-36x8	Lyc.....3H	8-3⅛x4½	32.5	L..	Pr Cs.	Str....	V..	ABos.	B..	ABos.	††	Wil..	6–	N P..	N P..	B-L..	MDD
Grass Premier.....	....	5200	200	58 –58	5150	P-32x6	P-32x6d	Wauk.....6A	6-4½x5¾	48.6	L..	Pr Cs.	Str....	V..	ABos	M..	ABos.	††	Wil..	12–	N P...	40	B-L..	MDD
Guilder.....20	18	2500	150	58 –58	4000	P-32x6	P-32x6	Cont.....8R	6-3⅜x4½	27.3	L..	Pr Cs.	Zen..	V..	ABos	B..	ABos.	††	Wil..	12–	N P..	N P..	B-L..	MDD
Guilder.....26	21	3650	180	60 –60	4500	P-32x6	P-32x6d	Cont.....6B	6-3¾x5	33.7	L..	Pr Cs.	Zen..	V..	ABos	B..	ABos	††	Wil..	6–	N P..	N P..	B-L..	SP....
Guilder.....36	30	4850	191	64 –70	6000	P-36x6	P-36x6	Buda...BUS	6-4 x5⅛	38.4	L..	Fl Pr..	Zen..	V..	Eis..	M..	L-N..	††	Wil..	12–	Ce....	30	B-L..	MDD
Hahn.....DB	18	§	145°	60 –60	4700	P-32x6	P-32x6	Herc.....OX	4-4 x5	25.6	L..	Pr Cs.	Str....	V..	RBos	M..	L-N..	110	Wil..	6–110	N P..	N P..	B-L..	MDD
Hahn.....KB	27	§	186°	60 –66	4900	P-32x6	P-32x6d	Cont.....6B	6-3¾x5	33.7	L..	Pr Cs.	Sch....	V..	RBos	M..	Del..	180	Wil..	6–175	N P..	N P..	B-L..	MDD
Hahn.....LB	36	§	246	69 –72	6800	P-38x7	P-38x7d	Cont....14H	6-4½x5¾	48.6	L..	Fl Pr..	Sch....	V..	RBos	M..	N-E..	180	Wil..	12–130	N P..	N P..	B-L..	MDD
International....54M	24	.....	220	68 –68	7500	P-36x6	P-36x6d	Buda.....	6-4 x5⅛	38.4	L..	Pr Cs.	Str....	V..	Rem..	B..	Rem..	250	Pre..	6–205	.....	.....	B-L..	MDD
International.....SL	12–14	.....	150	56 –56	2940	P-33x5	P-33x5	Lyco.....KB	4-3½x5	19.6	L..	Sp Pr.	Zen..	G..	Rem..	B..	Rem..	130	Pre..	6–100	N P..	N P..	Lon..	SP....
International....54L	18–20	.....	180	66 –68	5900	P-32x6	P-32x6d	Own .....Spe	6-3¾x5	33.7	L..	Pr Cs.	Str....	V..	Opt..	O..	Rem..	200	Pre..	6–205	N P..	N P..	B-L..	MDD
International..54-H-1	27–34	.....	250	68 –75	8500	P-38x7	P-38x7d	Own.....Spe	6-4½x5¾	48.6	L..	Pr Cs.	Str....	V..	Opt..	O..	Rem..	250	Pre..	6–205	N P..	N P..	B-L..	MDD
Kissel.....55	20	2350	182	59 –57	4000	P-32x6	P-34x7	Own.....55	6-3⅛x5½	26.3	L..	Sp Pr.	Str....	V..	Remy	B..	Remy	120	Wil..	6–153	N P..	N P..	B&B.	SP....
Larrabee.....X42	17	2800	190	60 –60	5000	P-32x6	P-32x6	Cont.....8R	6-3⅜x4½	27.3	L..	Pr Cs.	Zen..	V..	ABos	B..	ABos.	120	Exi..	6–240	††	††	B-L..	MDD
Larrabee.....XH3	21	3600	186	62 –66	4670	P-32x6	P-32x6d	Cont.....6B	6-3¾x5	33.7	L..	Pr Cs.	Zen..	V..	ABos	M..	N-E..	††	Exi..	6–240	††	††	Own..	MDD
Larrabee.....XH4	30	4800	220	70 –75	7000	P-36x6	P-36x6d	Cont.....6B	6-3¾x5	33.7	L..	Pr Cs.	Zen..	V..	L-N..	B..	L-N..	200	Exi..	12–120	††	††	B-L..	MDD
Larrabee.....XH31	21	3525	190	60 –60	5600	P-32x6	P-32x6d	Cont.....6B	6-3¾x5	33.7	L..	Pr Cs.	Zen..	V..	ABos	B..	ABos.	120	Exi..	6–240	††	††	B-L..	MDD
Maccar.....H3	40	.....	228¾	–58½	7500	P-34x7	P-34x7d	Buda.....	6-4 x5⅛	38.4	L..	Fl Pr..	Str....	V..	DeJ..	B..	.....	.....	Pre..	6–90	Stk....	.....	B-L..	MDD
Mack (Sedan).....AB	25	4750	230⅜	68 –63⅜	††	S*-36x6	S*-36x6d	Own.....AB	4-4¼x5	28.9	L..	Sp Pr.	Str....	V..	Spl....	M..	N-E....	....	Exi..	12–120	Ce....	Opt..	Own..	MDD
Mack.....AB	29	4750	225	68 –63⅜	††	P*-34x7	P*-34x7d	Own...Mack	4-4¼x5	28.9	L..	Sp Pr.	Str....	V..	Spl....	M..	N-E....	....	Exi..	12–120	Ce....	Opt..	Own..	MDD
Mack (City).....AB	25	4650	196	68 –63⅜	††	P*-32x6	P*-32x6d	Own.....AB	4-4¼x5	28.9	L..	Sp Pr.	Str....	V..	Spl....	M..	N-E	....	Exi..	12–120	Ce....	Opt..	Own..	MDD
Menominee.....T	18	††	176	60 –58¾	4980	P-32x6	P-34x7	Wisc.....Y	6-3⅜x5	27.3	I..	Pr Cs.	Zen..	V..	Remy	B..	Remy	††	Wil..	6–170	Opt..	38	Dtl..	MDD
Menominee.....T	23	††	195 5/16	60 –58¾	5340	P-34x7	P-34x7	Wisc.....Y	6-3⅜x5	27.3	I..	Pr Cs.	Zen..	V..	Remy	B..	Remy	††	Wil..	6–170	Opt..	38	Dtl..	MDD
Moreland.....RC	16	2280	180	56 –57¼	3850	P-32x6	P-32x6	Herc...OBX	4-4 x5	25.6	L..	Pr Cs.	Zen..	V..	Spl....	M..	A-L..	85†	Hob..	6–140	N P†.	N P..	B-L..	MDD
Moreland.....EC	20	3780	178	61 –58	4590	P-34x5	P-34x5d	Cont.....K4	4-4½x5¼	27.2	L..	Fl Pr..	Sch....	V..	Spl....	M..	Spl..	150†	Hob..	6–140	N P†.	N P..	B-L..	MDD
Moreland.....AC	25	4700	187	68 –69	5660	P-36x6	P-36x6d	Cont.....L4	4-4½x5½	32.4	L..	Fl Pr..	Sch....	V..	Spl....	M..	Spl..	150†	Hob..	6–140	N P†.	N P..	B-L..	MDD
Pierce Arrow.....Z	25	.....	196	67¼–67¼	6240	P-36x6	P-36x6d	Own.....Z	6-4 x5½	38.4	T..	Fl Pr.	Own..	P..	Del..	B..	Del..	††	Wil..	12–132	N P..	N P..	Own..	MDD
Pierce Arrow.....Z	30	.....	220	67¼–67⅛	6350	P-36x6	P-36x6d	Own.....Z	6-4 x5½	38.4	T..	Fl Pr.	Own..	P..	Del..	B..	Del..	††	Wil..	12–132	N P..	N P..	Own..	MDD
Rehberger.....B-2	25	††	192	58 –65½	6470	P-36x6	P-36x6d	Buda...BUS	6-4 x5⅛	38.4	L..	Fl Pr..	Zen..	V..	RBos	M..	L-N..	300	Wil..	12–132	N P..	N P..	B-L..	MDD

ABBREVIATIONS:

°—Others furnished.
*—At extra cost.
**—Gas Electric
§—Prices on application.
§§—Generator only.
†—1925 Specifications.
††—Manufacturers did not furnish information.
‡—Also Fabric Joints
ABos—American Bosch.
A-L—Auto-Lite.
A-P—Air Pressure.
B—Battery.
B—Balloons (Tires).
Bal—Ball and Ball.
BM—Battery and Magneto
B&B—Borg & Beck.
BG—Bevel Gear.
B-L—Brown Lipe.
Blo—Blood.
B-PS—Bevel Pinion and Sector.
C—Cushion.
C&L—Cam and Lever.
Ce—Centrifugal.
Cin—Cincinnati.
Cla—Clark.
Col—Columbia.
Con—Connecticut.
Cont—Continental.
Cot—Cotta
Cov—Covert **Cot**—Cotta.
d—Dual.
D-A—Disk Aluminum.
Day—Dayton.
D-C—Disc Cast Steel
DD—Dead.
DeJ—DeJon.
Del—Delco.
Det—Detroit.
Dir—Direct.
D-P—Disk Pressed Steel.
DR—Double Reduction.
Dtl—Detlaff.
E—Free End. **Eat**—Eaton.
Edi—Edison.
E-Ds—External Drive-shaft.
E-Fw—External Four Wheel.
Eis—Eisemann.
Eng—Engine.
E-Rw—External Rear Wheels.
Exi—Exide.
F—In Head and Side.
FA—Drive taken through Front Axle.
F&Ds—Front Wheels and Drive-shaft.
FF—Full Floating.
Fl Pr—Full Pressure to all Main Bearings.
Ful—Fuller.
G—Gravity.
Gem—Gemmer.
Gou—Gould.
HaS—Hall Scott.
Herc—Hercules.
Hob—Hobson.
Hoo—Hoosier.
Hyd—Hydraulic.
I—In Head.
I-Ds—Internal Driveshaft.
I-Fw—Internal Four Wheels.
IG—Internal Gear.
Ind—Indestructible.

Motor Bus Specifications

designed and sold exclusively for Passenger Transportation

see models having § sign in "American Gasoline Truck Specifications"

MISSION						REAR AXLE				BRAKES						SPRINGS			RUNNING GEAR							MAKE AND MODEL
Gearset										Service				Emergency		Front	Rear			Steering Gear			Wheels			
Make	Location	Number of Forward Speeds	Low Gear Reduction	Power Tire Pump	Universal Joints, Number and Make	Make and Model	Final Drive	Type	Total Ratio from Engine to Drive Wheels on Direct	Type and Location	Operation	Action	Braking Area (Sq. Ins.)	Type and Location	Braking Area (Sq. Ins.)	Length and Width (Ins.)	Length and Width (Ins.)	Shackles Type, Front and Rear	Front Axle Make	Make	Type	Outside Dia. of Minimum Turning Circle (Ft.)	Make	Type and Material	
B-L	Eng.	4	††	††	-Pet.	Tim. 6516	Wo.	FF.	5.40	I-Rw.	Mec.	Dir.	††	I-Rw.	††	††	††	M-M.	Tim.	Ross.	C&L.	68	Budd	D-P.	Ace. C
B-L	Eng.	4	5.35	Opt.	2-Blo.	Cla. B-6000	SB.	½F.	5.50	I-Rw.	Mec.	Dir.	266	I-Iw.	266	40-2½	60-3	M-M.	Shu.	Ross.	C&L.	68	Mot.	S-P.	Acme. 116
B-L	Eng.	4	5.35	Opt.	4-Blo.	Cla. B-6000	SB.	½F.	5.50	I-Rw.	Mec.	Dir.	266	I-Rw.	266	40-2½	60-3	M-M.	Shu.	Ross.	C&L.	68	Mot.	S-P.	Acme. 118
B-L	Eng.	4	5.35	Opt.	4-Blo.	Cla. B-720	SB.	½F.		I-Rw.	Mec.	Dir.	266	I-Rw.	266	40-2½	60-3	M-M.	Shu.	Ross.	C&L.	68	Mot.	S-P.	Acme. 121
Own	SeU.	4	4.37		-Spi.	Own. 4R	DR.	FF.	6.13	E-Ds.									Own.	4R.	Own.	75	Budd.	D-P.	Amer. LaFrance. 4R
B-L	Eng.	3	5.35	Opt.	2-Spi.	Col. 52001	SB.	¾F.	5.12	E-Rw.	Mec.	Dir.	120	I-Rw.	108	46-2½	60-3	M-M.	Col.	Gem.	W&W.	56	Van.	S-C.	Brockway. EB
B-L	Eng.	3	5.35	Opt.	2-Spi.	Col. 52001	SB.	¾F.	5.12	E-Rw.	Mec.	Dir.	120	I-Rw.	108	46-2½	60-3	M-M.	Shu.	Gem.	W&W.	56	Budd	D-P.	Brockway. EB4
B-L	Eng.	3	5.35	Opt.	3-Spi.	Wisc. 6730	Wo.	FF.	6.33	I-Rw.	Mec.	Dir.	196	I-Rw.	114	46-2½	60-3	M-M.	Shu.	Ross.	C&L.	56	Budd	D-P.	Brockway. H
B-L	Eng.	4	5.35	Opt.	4-Spi.	Tim. 6518	Wo.	FF.	7.00	E-Ds.	Mec.	Dir.	195	I-Rw.	300	46-3	60-3½	M-M.	She.	Ross.	C&L.	62½	Budd	D-P.	Brockway. J6
B-L	Eng.	4	5.35	Stk.	4*M&E. *Spi.	Tim. 6521	Wo.	FF.	4.80	I-Rw.	Mec.	Dir.	280	E-Ds.	180	46-3	60-3½	M-M.	She.	Ross.	C&L.	75	Budd	D-P.	Brockway. I
B-L	SeU.	4	5.35	††	-M&E.	Tim. 6566	Wo.	FF.	6.50	I-Rw.	Mec.	Dir.	††	I-Rw.	††	††	††	M-M.	Tim.	Ross.	C&L.	74	Budd	D-P.	Clinton. 65B
B-L	SeU.	4	5.35	††	-M&E.	Tim. 6516	Wo.	FF.	6.70	I-Rw.	Mec.	Dir.	††	I-Rw.	††	††	††	M-M.	Tim.	Ross.	C&L.	80	Budd	D-P.	Clinton. 65BS
B-L	SeU.	4	5.35	Stk.	5-Blo.	Tim. 6516	Wo.	FF.	4.80	I-Rw.	Vac.	Dir.	460	I-Rw.	460	42-2½	60-3	M-M.	Tim.	Ross.	C&L.	35	Budd	D-P.	Commerce. 65
B-L	Eng.	3	3.29	Opt†.	3-Spi.	Tim. 6462	Wo.	½F.	6.50	I-Rw.	Mec.	Dir†	152†	I-Rw.	152†	42-2¼	54-2½	M-M†	Tim.	Gem.	W&W.	60	Van.	S-C.	Day-Elder. 20
B-L	Eng.	4	5.35	Opt†.	3-Spi.	Tim. 6566	Wo.	FF.	6.70	I-Rw.	Mec†	Dir†	184†	I-Rw.	184†	42-2½	56-3	M-M†	Tim.	Gem.	W&W.	60	Budd	D-P.	Day-Elder. 25
B-L	Eng.	4	5.35	Opt†.	3-Spi.	Huck. 85	DR.	FF.	5.72	I-Rw.	Mec†	Dir†	410†	I-Rw.	284†	46-2½	60-3	M-M†	She.	Gem.	W&W.	54	Budd	D-P.	Day-Elder. 30
Ful.	Eng.	4	4.80	Opt.	4-Blo.	Cla. 3D	IG.	FF.	7.00	I-Rw.	Mec.	Dir.	††	E-Ds.	††	48-3	64-4	M-M.	Shu.	Ross.	C&L.	33	Budd	D-P.	Denby. 36
B-L	Eng.	4	5.35	NP.	2-Spi.	Wisc. 67-C	DR.	½F.	4.80	I-Rw.	Mec.	Dir.	††	E-Ds.	42-3	††	60-4	M-M.	Tim.	Ross.	C&L.	80	Budd	D-P.	Dorris. L-6
B-L	Eng.	4	5.35	NP.	3-Spi.	Wisc. 42-B	DR.	½F.	4.60	I-Rw.	Mec.	Dir.	††	E-Ds.	††	40-2½	60-3	M-M.	Tim.	Ross.	C&L.	60	Budd	D-P.	Dorris. M-4
B-L	Eng.	4	5.35	NP.	4-Spi.	Tim. 65190	Wo.	FF.	4.60	I-Rw.	Opt.	Opt.	130	I-Rw.	130	41-2½	56-3	M-M.	Tim.	Ross.	C&L.	82	Budd	D-P.	Fageol Inter City.
B-L	Eng.	4	5.35	NP.	4-Spi.	Tim. 6466	Wo.	FF.	4.60	I-Rw.	Opt.	Opt.	130	I-Rw.	130	41-2½	56-3	M-M.	Tim.	Ross.	C&L.	90	Budd	D-P.	Fageol Street Car.
B-L	Eng.	4	5.35	††	4-Spi.	Tim. 6521	Wo.	FF.	6.00	I-Rw.	A-P.	Pow.	622	I-Rw.	622	43-2½	56-3	M-M.	Tim.	Ross.	C&L.	91	Budd	D-P.	Fageol Double Deck
Own.	Eng.	3	3.65	Opt‡‡.	3 Clev.	Tim. 5620	SB.	FF.	7.50	I-Rw.	Mec.	Dir.		I-Rw.		38-2¼	52-2¼	M-M.	Own.	Gem.	W&W.	26	Mich.	S-C.	Federal. S-16
Det.	SeU.	4	6.70	NP.	2 Spi†	Tim. 6560	Wo.	FF.	6.70									M-M.	Own.	Gem.	S&N.	56	Smi.	D-P.	Federal. UB6
Own.	SeU.	4	4.01	NP.	2-Sne.	Tim. 6412	Wo.	½F.	5.40	I-Rw.	Mec.	Dir.	182	I-Rw.	182	48-3	62-3	R-R.	Tim.	Ross.	S&N.	52	Own.	S-C.	Fifth Ave. Coach. J
Own.	SeU.	4	4.01	NP.	3-Spi.	Own. L	IG.	½F.	6.57°	E-Rw.	Mec.	Dir.	220	E-Ds.	207	48-3½	56-3½	M-M.	Own.	Ross.	S&N.	53	Own.	S-C.	Fifth Ave. Coach. L
B-L	Eng.	3	4.80	Opt.	3-Spi†	Tim. 5516H	SB.	½F.	5.37	E-Fw.	Hyd.	Dir.	412	I-Rw.	220	40-2¼	56-2¼	M-M.	Tim.	Lav.	S&N.	58	Day.	S-C.	Garford. KB
B-L	SeU.	8	3.7	Stk.	4-Spi†.	Tim. 6516	Wo.	FF.	5.40	I-Rw.	Mec.	Dir.	235	I-Rw.	235	42-3	60-3½	M-M.	Tim.	Ross.	S&N.	60	Day.	S-C.	Garford. 5D
B-L	Eng.	4	3.77	Stk.	4-Spi.	Tim. 5516H	Wo.	FF.	4.8	E-Fw.	A-P.	Dir.	672	I-Rw.	††	42-3	60-3½	M-M.	Tim.	Ross.	C&L.	70	Budd	D-P.	Garford. CB
Ful.	Eng.	4	††	††	-Spi.	Tim.	Wo.	FF.	††	††	††	††	††	††	††	††	††	††	Tim.	Ross.		††	Budd	D-P.	Gary.
B-L	Eng.	4	5.35	NP.	5-Spi.	Tim. 6422	Wo.	FF.	4.50	I-Fw.	A-P.	Pow.	408	I-Rw.	258	42-3	44-4	M-M.	Tim.	Ross.	C&L.	††	Budd	D-P.	Gotfredson. 56-B
B-L	Eng.	4	5.35	NP.	3-Spi.	Tim. 6521	Wo.	FF.	4.80	I-Fw.	A-P.	Pow.	336	I-Rw.	100	42-3	60-3½	M-M.	Tim.	Ross.	C&L.	††	Budd	D-P.	Gotfredson. 50-B
Own.	Eng.	3	8.74	NP†.	-Spi.	Tim. 6516	Wo.	FF.	6.3	I-Rw.	Mec†	Dir†	230	I-Rw.	230	37-2†	56-3†	M-M†	Own.	Own.	W&W.	59	Smi.	D-P.	Graham Bros.
Cov.	Eng.	3	††	††	-Thi.	Eat.	BG.	½F.	5.33	I-Fw.	††	††	††	††	††	††	††	††	Col.	Ross.	††	50	††	††	Gramm & Kin. 6-15-3
Cov.	Eng.	3	††	††	-Thi.	Eat.	BG.	½F.	5.33	I-Fw.	††	††	††	††	††	††	††	††	Col.	Ross.	††	56	Smi.	D-P.	Gramm & Kin. 6-20-3
Cov.	Eng.	3	††	††	-Thi.	Wisc.	DR.	½F.	††	I-Fw.	††	††	††	††	††	††	††	††	Col.	Ross.	††	56	Smi.	D-P.	Gramm & Kin. 6-25-3
Cover	Eng.	3	4.00	N P.	3 Almt.	Eat. 1002	SB.	½F.		I-Rw.	Mec.	Dir.		E-Ds.		40-2¼	52-3	M-M.	Col.	Ross.	C&L.		Smi.	S-C.	Gramm Kincaid. 263NC
Covert	Eng.	3	4.00	N P.	3 Almt.	Eat. 1502	SB.	½F.	4.7	I-Fw.	Mec.	Dir.		E-Ds.		44-3	60-3	M-M.	Col.	Ross.	C&L.		Smi.	S C.	Gramm Kincaid. 2063RA
Covert	Eng.	3	4.00	N P.	3 Almt.	Wise. 70A.	DR.	½F.	5.83	I-Fw.	Mec.	Dir.		E-Ds.		44-3	60-3	M-M.	Col.	Ross.	C&L.		Smi.	S-C.	Gramm Kincaid. 2162RA
B-L	Eng.	4	5.35	Stk.	2-Pic. 2-Spi.	Tim.	SB.	FF.	††	I-Rw.	A-P.	Pow.	††	E-Ds.	††	40-2½	50-3	M-M.	Cont.	Ross.	C&L.	††	Van.	S-C.	Grass Premier. 75
B-L	Eng.	7	11.4		2-Pic. 2-Spi.	Tim. 6516	Wo.	FF.	4.06	I-Fw.	A-P.	Pow.	††	E-Ds.	††	40-2½	54-3	M-M.	Cont.	Ross.	C&L.	††	Van.	S-C.	Grass Premier.
B-L	SeU.				2-Spi.																				
B-L	Eng.	3	4.89	NP.	2-M&E.	Cla. 500	SB.	½F.	6.28	I-Rw.	Mec.	Dir.	††	I-Rw.	††	40-2¼	56-2½	M-M.	Shu.	Ross.	C&L.	70	Budd	D-P.	Guilder. 20
B-L	Eng.	3	3.29	Opt.	3-††.	Wisc. 6730	DR.	FF.	6.00	I-Rw.	Mec.	Dir.	††	I-Rw.	††	42-2½	60-3	M-M.	She.	Ross.	C&L.	50	Budd	D-P.	Guilder. 26
B-L	Eng.	4	††	NP.	2-M&E.	Wisc. 1300K	DR.	¾F.	6.1	I-Rw.	Mec.	Dir.	††	I-Rw.	††	44-3	60-3½	M-M.	Shu.	Ross.	S&N.	70	Budd	D-P.	Guilder. 36
B-L	Eng.	4	4.80	Opt.	3-Spi.	Wisc. 41	DR.	½F.	5.00	I-Rw.	Mec.	Dir.	††	I-Rw.	††	40-2½	56-2½	M-M.	She.	Ross.	C&L.	40	Hoo.	S-W.	Hahn. DB
B-L	Eng.	4	5.35	Opt.	3-Spi.	Wisc. 6730B	DR.	FF.	6.33	I-Rw.	Mec.	Dir.	††	I-Rw.	††	40-2½	56-3	M-M.	She.	Ross.	C&L.	60	Budd	D-P.	Hahn. KB
B-L	Eng.	4	3.95	Opt.	4-Spi.	Wisc. 1630	DR.	FF.	††	I-Rw.	Mec.	Dir.	††	I-Rw.	††	40-2½	56-3	M-M.	She.	Ross.	C&L.	††	Budd	D-P.	Hahn. LB
B L	SeU.	4	5.35		5 Sne.	Wisc. 1300K.	SB.	F F.	6.00	I-Fw.	A-P.	Pow.	780	I-Rw.	264	46-3	60-4	M-M.	She.	Ross.	C&L.		Budd.	D-P.	International. 54M
Own.	Eng.	3	4.00	Sta.	2-Own.	Own. Spe	IG.	DD.	25.10	E-Rw.	Mec.	Dir.	174	I-Rw.	174	39-2¼	57½-2½	M-M.	Own.	CAS.	W&W.	58	Opt.	Opt.	Internationa. SL
B L	SeU.	4	5.35	AB.	3-Own.	Own. Spe	SB.	½F.	Opt.	I-Fw.	A-P.	Ppw.	552	I-Rw.	300	46-3	60-3	M-M.	Own.	Ros.	C&L.		Bud.	D-P.	International. 54-L
B-L	SeU.	4	5.35	AB.	4-Own.	Own. Spe	DR.	FF.	Opt.	I-Fw.	A-P.	Pow.	732	I-Rw.	288	46-3	60 -4	M-M.	Own.	Ros.	C&L.		Bud.	D-P.	International. 54-H
W-G	Eng.	3	3.04	Opt.	2-Pet.	Tim. 5620H	SB.	½F.	6.75	E-Fw.	Hyd.	Dir.	364	E-Ds.	52	38-2½	60-3	M-M.	Tim.	Ross.	C&L.	††	Day.	S-C.	Kissel. 55
B-L	Eng.	3	4.0	No.	1-Sne. 2-Spi.	She. 711	Wo.	FF.	6.5	I-Rw.	Mec.	Dir.	††	I-Rw.	††	42-2½	54-3	††	She.	Ross.	C&L.	††	Smi.	D-P.	Larrabee. X42
						Tim. 5620	SB.	½F.																	
Own.	Eng.	3	††	††	-Spi.	She.	Wo.	½F.	5.50	I-Rw.	Mec.	Dir.	††	F&Ds	††	††	††	M-M.	Shu.	Ross.	C&L.	††	Budd	D-P.	Larrabee. XH3
B-L	Eng.	4	5.0	No.	1-Sne. 2-Spi.	She.	DR.	FF.	6.68	I-Rw.	Mec.	Dir.	††	I-Rw.	††	42-3	60-3½	††	She.	Ross.	C&L.	††	Budd	D-P.	Larrabee. XH4
B-L	Eng.	4	4.0	No.	1-Sne. 2-Spi.	She. 711	Wo.	FF.	5.50	I-Rw.	Mec.	Dir.	††	I-Rw.	††	42-2½	54-3	††	She.	Ross.	C&L.	††	Budd	D-P.	Larrabee. HX31
						Tim. 5620	SB.	½F.																	
B-L	Eng.	4		Stk.	4 Spi.	Tim.	Wo	F F.	6.1	I-Rw.	Mec.	Pow.		I-Rw.		42-3	62-3½	M-M.	Tim.	Ross.	C&L.	82	Budd.	D.	Maccar. H3
Own.	Eng.	4	4.85	Opt.	4-Spi.	Own. AB	DR.	FF.	6.70	I-Rw.	Vac.	Dir.	364	E-Ds.	144	42½-3	63-3½	R-R.	Own.	Own.	W&W.	69	Budd	D-P.	Mack (Sedan). AB
Own.	Eng.	4	4.85	Opt.	4-Spi.	Own. AB	DR.	FF.	6.70	I-Rw.	Vac.	Dir.	364	E-Ds.	144	42½-3	63-3½	R-R.	Own.	Own.	W&W.	64	Budd	D-P.	Mack. AB
Own.	Eng.	4	4.85	Opt.	4-Spi.	Own. AB	DR.	FF.	6.70	I-Rw.	Vac.	Dir.	364	E-Ds.	144	42½-3	63-3½	R-R.	Own.	Own.	W&W.	55	Budd	D-P.	Mack (City). AB
Cot.	Eng.	3	3.68	††	1-Pic. 2-Blo.	Wisc. 42	DR.	½F.	5.83	I-Rw.	Mec.	Dir.	††	E-Ds.	††	44-2½	56-3	M-M.	Shu.	Ross.	C&L.	61	Ind.	D-P.	Menominee. T
Cot.	Eng.	4	5.20	††	1-Pic. 2-Blo.	Wisc. 67	DR.	½F.	5.83	I-Rw.	Mec.	Dir.	††	E-Ds.	††	44-2½	56-3	M-M.	Shu.	Ross.	C&L.	66½	Ind.	D-P.	Menominee. T
B-L	Eng.	3	109†	Opt†.	-Pet.	Tim. 5512	Wo.	½F.	5.5	E-Rw.	Mec.	Dir.	244†	I-Rw.	230†	34¾-2½†	56-3†	M-M†	Tim.	Ross.	C&L.	65†	Own.	D-A.	Moreland. RC
B-L	Eng.	4	535†	Opt†.	-Pet.	Tim. 6410	Wo.	½F.	6.0	I-Rw.	Hyd.	Dir.	190†	I-Rw.	190†	38-2½†	56-3†	M-M†	Tim.	Ross.	C&L.	65†	Budd	D-P.	Moreland. EC
B-L	Eng.	4	535†	Opt†.	-Pet.	Tim. 6511	Wo.	FF.	6.0	I-Rw.	Hyd.	Dir.	240†	I-Rw.	240†	39¾-2½†	56-2½	M-M†	Tim.	Ross.	C&L.	70†	Budd	D-P.	Moreland. AC
Own.	SeU.	4	5.35	Stk.	2-Spi.	Own. Z	Wo.	FF.	6.00	E-Ds.	Mec.	Dir.	240	I-Rw.	515	41-3	60-3½	M-M.	Own.	Own.	S&N.	75	Budd	D-P.	Pierce Arrow. Z
Own.	SeU.	4	5.35	Stk.	2-Spi.	Own. Z	Wo.	FF.	6.00	E-Ds.	Mec.	Dir.	240	I-Rw.	515	41-3	60-3½	M-M.	Own.	Own.	S&N.	80	Budd	D-P.	Pierce Arrow. Z
B-L	Eng.	4	5.35	Opt.	3-Spi.	Tim. 6566	Wo.	FF.	6.75	I-Rw.	Mec.	Dir.	186	I-Rw.	186	41-2½	60-3	M-M.	Shu.	Gem.	W&W.	66	Budd	D-P.	Rehberger. B-2

I-Rw—Internal Rear wheel.
Jac—Jacox.
Lav—Lavine
L—L Head.
L-N—Leece Neville.
Lyc—Lycoming.
M—Magneto.
M—Metal (Shackles).
MDD—Multiple Dry Disk.
M&E—Merchant & Evans.
Mec—Mechanical.
Mich—Michigan
Mot—Motor Wheel.
Mun—Munsey
N-E—North East.

N-P—No Provision.
Opt—Optional.
P—Pneumatic (Tires).
P—Pressure (Fuel Feed).
Pet—Peters.
Pic—Pick.
Pow—Power Operated.
PrCs—Pressure to all crankshaft and connecting rod bearings; splash to other parts.
Pre—Prestolite.
R—Rubber.
RA—Wheels Swung from Radius Arms.
RBos—Robert Bosch.

S—Solid.
SB—Spiral Bevel.
S-C—Spoked Cast Steel.
Sch—Schebler.
Sci—Scintilla.
SeU—Separate Unit.
She—Sheldon.
Shu—Shuler.
Sl—Sleeve Valve.
Smi—Smith.
S&N—Screw and Nut.
Sne—Snead.
SP—Single Plate.
S-P—Spoked Pressed Steel.
Spi—Spicer

Spl—Splitdorf.
SpPr—Pressure to main crankshaft bearings only. Splash to other parts.
Stk—Standard Equipment.
Str—Stromberg.
Su—Suction.
S-W—Spoked Wood.
T—T Head.
Thi—Thiemer.
Tim—Timken.
Torb—Torbenson (Eaton).
Uni—Universal Machine.
Un FA—Unit with Front Axle

V—Vacuum.
Vac—Vacuum.
Var—Various.
Ves—Vesta.
W-G—Warner Gear
Wauk—Waukesha.
Wes—Westinghouse.
Wil—Willard.
Wisc—Wisconsin.
Wo—Worm.
W&S—Worm and Sector
W&W—Worm & Wheel.
Yell—Yellow Sleeve.
Zen—Zenith.

American Gasoline Motor

MAKE AND MODEL	GENERAL							ENGINE							ELECTRICAL SYSTEM						GOVERNOR		TRANS	
						Tires, Type and Sizes							Fuel System		Ignition System				Battery				Clutch	
	Passenger Rating	Price—Chassis	Standard Wheelbase (Ins.)	Tread, Front and Rear, (Ins.)	Chassis Weight (Lbs.)	Front (Ins.)	Rear (Ins.)	Make and Model	Number of Cylinders, Bore and Stroke, (Ins.)	Rated Horse Power (N.A.C.C.)	Valve Arrangement	Oiling System	Carburetor Make	Fuel Feed	Make	Current Source	Generator and Starter Make	Maximum Capacity of Generator (Watts)	Make	Voltage and Amp. Hour Capacity	Type	Maximum Governed Speed (M.P.H.)	Make	Type
Reo Sedan	16	$2350	176	58 -58¼	3700	P-32x6	P-32x6d	Own....T	6	3 1/8 x5	24.3	F	Sp Pr.	Sch.	V.	N-E.	B.	N-E.	225	Wil.	6-153	N P.	N P.	Own.	MDD
Reo Street Car W	21	2470	176	58 -58¼	3860	P-32x6	P-32x6d	Own.....W	6	3 1/8 x5	24.3	F	Sp Pr.	Sch.	V.	N-E.	B.	N-E.	225	Wil.	6-153	N P.	N P.	Own.	MDD
Republic 81	20	††	185	60 -58	3600	P-34x7	P-34x7	Lyc.....C-4	4-4	x5	25.6	L	Pr Cs.	Str.	V.	ABos.	B.	ABos.	††	USL.	6-150	††	††	Ful.	MDD
Royal D	25	.....	204	68 -72	6900	P-36x6	P-36x6	Wis.....Z	6	4½x5	48.6	L	Fl Pr.	Zen.	V.	ABos.	BM.	Remy	.....	Wes.	6-8-287	.....	.....	B-L.	MDD
Royal E	29	††	220	68 -72	7100	P-36x6	P-36x6d	Wisc.....Z	6	4½x5	48.6	I	Fl Pr.	Zen.	V.	Eis.	M.	L-N.	††	Exi.	12-	N P.	N P.	B-L.	MDD
Ruggles 60	20	§	180	58 -69½	4500	P-30x5	P-30x5d	Wisc.....Y	6	3 3/8 x5	27.3	I	Pr Cs.	Zen.	V.	Remy	B.	Remy	††	Wil.	6-177	N P.	N P.	B-L.	MDD
Ruggles 70	25	§	218	69 -72	5400	P-32x6	P-32x6d	Wisc.....Z	6	4½x5	48.6	I	Fl Pr.	Zen.	V.	ABos.	B.	Remy	††	Wil.	6-177	N P.	N P.	B-L.	MDD
Safeway 55	29	.....	255	71 -78	9500	P-34x7	P-34x7	Cont....14H	6	4½x5¾	48.6	L	Fl Pr.	Str.	V.	Eis.	M.	N-E.	300	N-E.	12-154	N P.	N P.	B-L.	MDD
Safeway 63	29	.....	255	71 -78	9000	P-34x7	P-34x7	Cont....12T	6	4¼x5¼	44 0	L	Fl Pr.	Str.	V.	Eis.	M.	N-E.	300	N-E.	12-154	N P.	N P.	B-L.	MDD
Safeway 64	29	.....	224	71 -78	8100	P-34x7	P-34x7	Cont....12T	6	4¼x5¼	44 0	L	Fl Pr.	Str.	V.	Eis.	M.	N-E.	300	N-E.	12-154	N P.	N P.	B-L.	MDD
Safeway 66	61	.....	234	74 -78	10000	P-36x8	P-36x8	Cont....14H	6	4½x5¾	48.6	L	Fl Pr.	Str.	V.	Eis.	M.	N-E.	300	N-E.	12-154	N P.	N P.	B-L.	MDD
Schacht O	27	5900	197°	67½-84¾	7000	P-36x6	P-36x6d	Wisc.....Z	6	4½x5	48.6	I	Pr Cs.	Zen.	V.	ABos.	M.	L-N.	300	Cin.	12-175	N P.	N P.	Own.	MDD
Selden.....Pacemk	18	§	160°	56 -56	3600	P-32x6	P-32x6	Cont.....8R	6	3 3/8 x4½	27.3	L	Pr Cs.	Str.	V.	N-E.	B.	N-E.	225	Wil.	12-150	Opt.	Opt.	B-L.	MDD
Selden.....R'dmaster	25	§	190°	56 -58	5200	P-32x6	P-32x6	Cont.....6B	6	3 3/4 x5	33.7	L	Pr Cs.	Str.	V.	N-E.	B.	N-E.	225	Wil.	12-150	Opt.	Opt.	B-L.	MDD
Selden.....Century	29	§	230	71 -76	††	P-36x6	P-36x6d	Cont....14H	6	4½x5¾	48.6	L	Pr Cs.	Str.	V.	N-E.	B.	N-E.	300	Wil.	21-200	Opt.	Opt.	B-L.	MDD
Sterling.....GB6	29	§	Opt	60¼-63	6800	P-36x6	P-36x6d	Own.....6A	6	4 x5¾	38.4	L	Pr Cs.	Zen.	V.	Eis.	M.	RBos.	.....	Gou.	12-	Ce.	35	B-L.	MDD
Sterling.....GB2	29	§	198	60¼-63	6100	P-36x6	P-36x6d	Own.....CU	4	4 3/8 x5¾	30.6	L	Pr Cs.	Zen.	V.	Eis.	M.	RBos.	.....	Gou.	12-	Ce.	35	B-L.	MDD
Stewart.....20	25	4600	198°	64½-73¼	6800	P-32x6	P-32x6d	Cont.....6B	6	3 3/4 x5	33.7	L	Fl Pr.	Zen.	V.	Remy	B.	Remy	.....	USL.	12-118	Su.	Var.	Own.	MDD
								Cont.....6T																	
Studebaker.....N	15	1785	158	56⅝-58½	3585	B34x7.30	P-34x7	Own.....	6	3 7/8 x5	36.0	L	Fl Pr.	Bal.	V.	Remy°	B.	Remy°	††	Wil.	6-111	N P.	N P.	Own.	SP.
Studebaker.....A	20	2150	184	56⅝-58½	3700	B34x7.30	P-34x7	Own.....	6	3 7/8 x5	36.0	L	Fl Pr.	Bal.	V.	Remy	B.	Remy	††	Wil.	6-155	N P.	N P.	Own.	SP.
Studebaker.....D	††	§	184	56 -67¾	††	P-32x6	P-32x6d	Own.....	6	3 7/8 x5	36.0	L	Fl Pr.	Bal.	V.	Remy	B.	Remy	††	Wil.	6-155	N P.	N P.	Own.	SP.
Tilling-Stevens**.....X	33	§	230	71 -78¼	8860	P-34x7	P-34x7d	Wauk.....6Q	6	4 x5¾	38.4	L	Pr Cs.	Zen.	V.	RBos	M.	L-N.	300	USL	12-300	N P.	None	None	None.
Tilling-Stevens**.....W	27	§	230	71 -78¼	8860	P-34x7	P-34x7d	Wauk.....6A	6	4½x5¾	48.6	L	Pr Cs.	Zen.	V.	RBos	M.	L-N.	300	Exi.	12-	N P.	None.	None	None.
Tilling-Stevens**.....Z	64	§	224	71 -78¼	8890	S-34x7	S-34x7d	Wauk.....6A	6	4½x5¾	48.6	L	Pr Cs.	Zen.	V.	RBos	M.	L-N.	420	USL	12-	N P.	None	None	None.
Twin City .....DW	25	§	210	72 -76	7500	P-36x6	P-36x6d	Own.....TW	4	4¼x6	28.9	I	Pr Cs.	Zen.	V.	ABos	M.	L-N.	††	Wil.	12-130	N P.	N P.	Ful.	MDD
Union.....GW	30	§	241	72 -73¾	6500	P-36x6	P-36x6d	Wisc.....Z	6	4½x5	48.6	I	Pr Cs.	Zen.	V.	ABos	B.	ABos.	††	Pre.	6-170	††	††	Ful.	MDD
Union.....EC	19	§	198°	58 -58	4500	P-32x6	P-32x6d	Wisc.....Y	6	3 3/8 x5	27.3	I	Pr Cs.	Zen.	V.	ABos	B.	ABos.	††	Pre.	6-137	††	††	Ful.	MDD
Uppercu (Sig.)..220-80	30	§	220	70 -80	7000	P-38x9	P-38x9	Cont.....6B	6	3 3/4 x5	33.7	L	Pr Cs.	Str.	V.	Del.	B.	Del.	300	Wes.	6-300	N P.	N P.	B-L.	MDD
Uppercu Coach S	33	§	240	70 -80	7400	S*-36x7	S*-36x10	Wauk.....6A	6	4½x5¾	48.6	L	Fl Pr.	Sch.	V.	Sci.	M.	L-N.	300	Exi.	6-300	N P.	N P.	B&B.	SP.
Ward LaFrance...3B	25	§	196	58 -65½	6300	P-36x6	P-36x6d	Wauk.....DU	4	4½x6¼	32.4	L	Pr Cs.	Str.	V.	RBos	M.	Remy	††	Wil.	6-177	††	††	B-L.	MDD
White.....50A	25	4950	198	58½-67½	5775	P-32x6	P-32x6d	Own.....50A	4	4¼x5¾	28.9	L	Pr Cs.	Zen.	V.	Opt.	M.	L-N.	††	Opt.	12-132	Ce.	Opt.	Own.	SP.
Wilcox.....M	.....	§	226¼	68½-80	.....	P-36x6	P-36x6d	Cont.....14H	6	4½x5¾	48.6	L	Fl Pr.	Zen.	V.	Del.	B.	Del.	††	††	††	††	††	††	MDD
Yellow Coach.....Z	67	§	200	71 -73⅝	7313	S-34x6	S*-34x6d	Own.....Z	4	4 x6	25.6	SI	Pr Cs.	Zen.	G.	Opt.	M.	N-E.	300	Ves.	12-100	Ce.	32	Own.	SP.
Yellow (Double)...YZ	67	§	200	71 -73⅝	7515	S-34x6	S*-34x6d	Own.....YZ	6	4¼x5½	43.3	SI	Pr Cs.	Zen.	V.	N-E.	B.	N-E.	300	Ves.	12-100	Ce.	35	Own.	SP.
Yellow (Single)...YZ	29	§	200	72½-76¾	7515	P-36x6	P-36x6d	Own.....YZ	6	4¼x5½	43.3	SI	Pr Cs.	Zen.	V.	N-E.	B.	N-E.	300	Ves.	12-100	Ce.	35	Own.	SP.
Yellow.....Y	29	§	225	74¾-74¾	6000	P-36x6	P-36x6d	Own.....Y	6	4¼x5½	43.3	SI	Pr Cs.	Zen.	V.	N-E.	B.	N-E.	300	Ves.	12-100	None.	50	Long.	SP.
Yellow**.....Z-6	64	§	230	71 -73⅝	10350	S-34x6	S-34x6d	Own.....YZ	6	4¼x5½	43.3	SI	Pr Cs.	Zen.	V.	N-E.	B.	N-E.	550	Exi.	12-100	None	Opt.	None	None.
Yellow Coach.....X	21	§	210	66 -68	4590	P-32x6	P-32x6	Own.....X	6	3½x4½	29.4	SI	Pr Cs.	Zen.	V.	N-E.	B.	N-E.	250	Ves.	12-100	Ce.	None	Long.	SP.

ABBREVIATIONS:

°—Others furnished.
*—At extra cost.
**—Gas Electric
§—Prices on application.
§§—Generator only.
†—1925 Specifications.
††—Manufacturers did not furnish information.
‡—Also Fabric Joints
ABos—American Bosch.
A-L—Auto-Lite.
Almt—Almetal
A-P—Air Pressure.
B—Battery.
B—Balloons (Tires).
Bal—Ball and Ball.
B&B—Borg & Beck.
BG—Bevel Gear.
B-L—Brown Lipe.
Blo—Blood.
BM—Battery and Magneto
B-PS—Bevel Pinion and Sector.
C—Cushion.
C&L—Cam and Lever.
Ce—Centrifugal.
Cin—Cincinnati.
Cla—Clark.
Col—Columbia.
Con—Connecticut.
Cont—Continental.
Cot—Cotta.
Cov—Covert
d—Dual.
D-A—Disk Aluminum.
Day—Dayton.
D-C—Disc Cast Steel
DD—Dead.
DeJ—DeJon.
Del—Delco.
Det—Detroit.
Dir—Direct.
D-P—Disk Pressed Steel.
DR—Double Reduction.
Dtl—Detlaff.
E—Free End.
Eat—Eaton.
Edi—Edison.
E-Ds—External Drive-shaft.
E-Fw—External Four Wheel.
Eis—Eisemann.
Eng—Engine.
E-Rw—External Rear Wheels.
Exi—Exide.
F—In Head and Side.
FA—Drive taken through Front Axle.
F&Ds—Front Wheels and Drive-shaft.
FF—Full Floating.
Fl Pr—Full Pressure to all Main Bearings.
Ful—Fuller.
G—Gravity.
Gem—Gemmer.
Gou—Gould.
HaSc—Hall Scott.
Herd—Hercules.
Hob—Hobson.
Hoo—Hoosier.
Hyd—Hydraulic.
I—In Head.
I-Ds—Internal Driveshaft.
I-Fw—Internal Four Wheel.
IG—Internal Gear.
Ind—Indestructible.

Bus Production and Statistics

ACCURATE production and registration statistics regarding the motor bus industry are practically impossible to obtain at its present stage of development. When buses were first given consideration as a passenger carrying vehicle there were very few, if any, specialized bus chassis in existence.

Owners of light trucks and of passenger cars either themselves built or had built special bodies to fit on their chassis, which would provide seating room for many more persons than was possible before. As soon as these makeshift vehicles were taken out into the highways and began to pick up passengers for hire they were called buses, and quite properly so, since they were performing a service quite different from that which they had been devoted to before alteration.

As the demand for buses grew, motor vehicle manufacturers realized that the conditions surrounding bus operations were quite different from those affecting any other type of motor vehicle and chassis and bodies appeared on the market which had been designed solely for passenger carrying work.

Production of this latter type of vehicle is carried on

Bus Specifications (continued)

MISSION						REAR AXLE				BRAKES						SPRINGS			RUNNING GEAR							MAKE AND MODEL
Gearset					Power Tire Pump	Universal Joints, Number and Make					Service				Emergency		Front	Rear	Shackles Type, Front and Rear		Steering Gear			Wheels		
Make	Location	Number of Forward Speeds	Low Gear Reduction				Make and Model	Final Drive	Type	Total Ratio from Engine to Drive Wheels on Direct	Type and Location	Operation	Action	Braking Area (Sq. Ins.)	Type and Location	Braking Area (Sq. Ins.)	Length and Width (Ins.)	Length and Width (Ins.)		Front Axle Make	Make	Type	Outside Dia. of Minimum Turning Circle (Ft.)	Make	Type and Material	
Own..	SeU...	3	3.68	NP...	4-Own...	Own.....W	SB..	½F.	5.70	E-Rw.	Mec..	Dir...	275	I-Fw..	346	38–2¼	54–2½	M–M.	Own..	Own..	B-PS.	62	Own..	D-P...	**Reo Sedan**	
Own..	SeU...	3	3.68	NP...	4-Own...	Own.....W	SB..	½F.	5.70	E-Rw.	Mec..	Dir...	275	I-Fw..	346	38–2¼	54–2½	M–M.	Own..	Own..	B-PS.	62	Budd	D-P...	**Reo Street Car**	W
Ful..	Eng...	3	4.00	Opt...	3-Uni...	Eat....10000	IG..	FF..	6.28	E-Ds.	Mec..	Dir...	96	I-Rw..	175	36½–2	56–2¼	M–M.	Eat...	Jac...	S&N..	††	Van..	S-C...	**Republic**	81
B-L..	Eng...	4	5.35	Stk...	4 Pet...	Tim....6522	Wo	FF	5.3..	I-Ds.	Mec...	Dir...		I-.....		41–3	60–3½	M–M	Tim...	Ross..	W&W.	67	Budd..	D-P...	**Royal**	D
B-L..	Eng...	4	5.35	Stk...	4-Pet...	Tim....6522	Wo.	FF..	5.30	I-Ds..	Mec..	Dir...	††	I-Rw..	††	41–3	60–3½	M–M.	Tim...	Ross.	W&W.	67	Budd	D-P...	**Royal**	E
B-L..	Eng...	4	5.35	NP...	2-Uni...	Wisc....460	DR.	FF..	5.50	I-Rw.	Vac...	Dir...	††	I-Rw..	††	38½–2½	54½–3	M–M.	Col...	Jac...	S&N..	56	Budd	D-P...	**Ruggles**	60
B-L..	Eng...	4	5.35	Stk...	3-Uni...	Wisc...66BF	DR.	FF..	5.83	I-Rw.	Mec..	Dir...	486	E-Ds..	135	44–3	60–4	M–M.	She...	Jac...	S&N..	64	Budd	D-P...	**Ruggles**	70
B-L..	Eng...	3	4.00	Opt...	2-Blo...	Tim....6422	Wo	FF..	5.00	I-Fw.	Mec..	Dir...	760	I-Fw.	435	50–3½	46–4	M–M.	She...	Ross.	C&L..	75	Budd.	D-P...	**Safeway**	55
B-L..	Eng...	4	5.35	Opt...	2-Blo...	Tim....6422	Wo	FF..	5.00	I-Fw.	Mec..	Dir...	760	I-Fw.	435	50–3½	46–4	M–M.	She...	Ross.	C&L..	75	Budd.	D-P...	**Safeway**	63
B-L..	Eng...	4	5.35	Opt...	2-Blo...	Tim....6422	Wo	FF..	5.00.	I-Fw.	Mec..	Dir...	760	I-Fw.	435	50–3½	46–4	M–M.	She...	Ross.	C&L..	35	Budd..	D-P...	**Safeway**	64
B-L..	Eng...	3	4.00	Opt...	2-Blo...	Tim....6422	Wo.	FF..	5.00.	I-Fw..	Air....	Dir...	760	I-Fw..	435	50–3½	46–4	M–M.	She...	Ross.	C&L..	72	Budd..	D-P...	**Safeway**	66
Own..	SeU...	8	4.75	Stk...	2-Spi...	Wisc...1300	DR.	FF..	6.00	I-Fw.	A-P...	Pow..	904	E-Ds	96	42–3	60–3½	M–M.	She...	Ross.	C&L.	67	Budd	D-P...	**Schacht**	0
B-L.	Eng...	3	5.35	Opt...	3-Blo...	Cla.....B501	SB..	¾F.	Opt..	E-Rw.	Mec..	Dir...	††	I-Rw..	††	41–2¼	60–2½	M–M.	Shu...	Ross.	C&L.	††	Van..	S-C...	**Selden**	Pacemk
B-L.	Eng...	4	Opt	Opt...	3-Blo...	Cla.....B720	SB..	¾F.	Opt..	E-Rw.	Mec..	Dir...	††	I-Rw..	††	46–2¼	60–3	M–M.	Shu...	Ross.	C&L.	††	Van..	S-C...	**Selden**	R'dmaster
B-L.	Eng...	4	Opt	.....	4-Spi...	Tim....BUS	Wo.	FF..	Opt..	I-Rw.	A-P...	Pow..	††	E-Ds..	††	46–3	66–4	M–M.	Tim...	Ross.	C&L..	††	Budd	D-P...	**Selden**	Century
B-L.	Eng...	4	5.35	NP...	2-Spi...	Tim.....	Wo.	FF..	6.00	I-Rw..	Mec..	Dir...	††	I-Rw..	††	48–3	54–3	M–M.	Tim...	Ross.	C&L..	††	Budd	D-P...	**Sterling**	GB6
B-L.	Eng...	4	5.35	Opt	2-Spi...	Tim.....	Wo.	FF..	6.00	I-Rw..	Mec..	Dir...	††	I-Rw..	††	48–3	54–3	M–M.	Tim...	Ross.	C&L.	††	Budd	D-P...	**Sterling**	GB2
Own.	Eng...	††	††	Opt...	3-Spi...	Cla.....	SB..	¾F.	5.50	I-Rw..	Vac...	Dir...	††	E-Ds.	††	42–3	60–4	M–M.	Own..	Ross.	W&W.	40	Budd	D-C...	**Stewart**	20
Own.	Eng...	3	††	††	-Spi...	Own.....	SB..	½F.	4.7	E-Rw.	Hyd..	Dir...	††	E-Ds.	††	††	††	††	Own..	Own..	††	61	Budd	D-P...	**Studebaker**	N
Own.	Eng...	3	††	††	-Spi...	Own.....	SB..	½F.	4.7	E-Rw.	Hyd..	Dir...	††	E-Ds.	††	††	††	††	Own..	Own..	††	67	Budd	D-P...	**Studebaker**	A
Own.	Eng...	3	††	††	-Spi...	Own.....	SB..	½F.	4.7	E-Rw.	Hyd..	Dir...	††	E-Ds.	††	††	††	††	Own..	Own..	††	††	Budd	D-P...	**Studebaker**	D
None	None	Var	Non	Stk...	2-Spi...	Tim....ENA	Wo.	¾F.	7.75	I-Fw.	A-P...	Pow	679	I-Rw.	194	48–3½	60–4	E–E..	Tim...	Ross.	C&L..	62	Budd	D-P...	**Tilling-Stevens**	X
None	None	Var	Non	Stk...	2-Spi...	Tim....ENA	Wo.	FF..	7.75	I-Fw.	A-P...	Pow..	679	I-Rw.	194	48–3½	60–4	M–E..	Tim...	Ross.	C&L..	62	Budd	D-P...	**Tilling-Stevens****	W
None.	None	Var	Non	Stk...	2-Spi...	Tim....ENA	Wo.	FF..	9.25	I-Fw.	A-P...	Pow..	679	I-Rw.	194	48–3½	60–4	M–E..	Tim...	Ross.	C&L.	62	Budd	D-P...	**Tilling-Stevens****	Z
Ful..	Eng...	4	6.3	Opt...	3-Spi...	Tim. 6518B-2	Wo.	FF..	4.80	I-Rw.	Mec..	Dir...	500	E-Ds.	140	40–3	60–3½	M–M.	Tim...	Ross.	C&L.	72	Budd	D-P...	**Twin City**	DW
Ful..	SeU...	4	††	††	-Uni...	Wisc..1300K	DR.	FF..	6.00	E-Rw.	Mec..	Dir...	502	I-Rw.	††	44–2½	60–3	M–M.	Shu...	Jac...	S&N..	60	Budd	D-P...	**Union**	GW
Ful..	SeU...	4	††	††	-Uni...	Wisc.....470	DR.	FF..	5.50	E-Rw.	Mec..	Dir...	452	I-Rw.	††	48–3	60–3	M–M.	Shu...	Jac...	S&N..	56	Budd	D-P...	**Union**	EC
B-L.	Eng...	4	4.27	Opt...	2-Own...	Own.....220	Wo.	††	††	I-Fw.	Vac...	Pow..	††	I-Fw.	††	64–5	64–4	E–E..	Own..	Ross.	W&W.	54	Own..	D-P...	**Uppercu (Sig.)**	220-80
Cot..	UnFA.	3	4.0	NP...	4-Own...	Own.....Spec	FA..	RA..	None	I-Fw.	A-P...	Dir...	††	I-Rw.	††	60–5	64–4	M–E..	Own..	Ross.	C&L.	60	Budd	D-P...	**Uppercu Coach**	S
B-L.	SeU...	4	††	††	-Spi...	Tim....6566	Wo.	FF..	6.00	I-Rw.	Mec..	Dir...	††	I-Rw.	††	††	††	M–M.	Col...	Ross.	C&L.	72	Budd	D-P...	**Ward LaFrance**	3B
Own.	Eng...	4	4.12	Opt...	2-Spi...	Own.....50A	DR.	½F.	4.67	E-Ds.	Mec..	Dir...	††	I-Rw.	††	41½–2½	60–3	M–M.	Own..	Own.	W&S.	66	Budd	S-P...	**White**	50A
††	Eng...	4	††	††	††	††	DR.	FF..	6.50	I-Rw.	††	††	††	††	††	††	††	††	††	††	††	††	††	††	**Wilcox**	M
Own.	SeU...	4	4.98	NP...	2-‡...	Own.....Z	Wo.	½F.	7.00	I-Rw.	Mec..	Dir...	594	I-Rw.	††	48–3½	60–4	R–R.	Own..	Own.	C&L.	72	Own..	S-C...	**Yellow Coach**	Z
Own.	SeU...	4	4.98	NP...	2-‡...	Own.....YZ	Wo.	½F.	7.00	I-Rw.	Mec..	Dir...	594	I-Rw.	††	48–3½	60–4	R–R.	Own..	Ross.	C&L.	72	Own..	S-C...	**Yellow (Double)**	YZ
Own.	SeU...	4	4.98	NP...	2-‡...	Own.....YZ	Wo.	½F.	5.20	I-Rw.	Mec..	Dir...	594	I-Rw.	††	48–3½	60–4	M–M.	Own.	Ross.	C&L.	72	Budd	D-P...	**Yellow (Single)**	YZ
Own.	Eng...	4	5.35	NP...	3-Spi...	Own.....Y	SB..	½F.	4.27	I-Rw.	A-P...	Dir...	304	I-Rw.	††	46–3½	60–3½	M–M.	Own.	Ross.	C&L.	64	Budd	D-P...	**Yellow**	Y
None	None	Var	11.0	NP...	2-Spi...	Own.....YZ	Wo.	½F.	11.00	I-Rw.	Mec..	Dir...	594	I-Rw.	297	48–3½	60–4	R–R.	Own.	Ross.	C&L.	72	Day	S-C...	**Yellow****	Z-6
Own.	Eng...	4	4.84	NP...	3-Spi...	Own.....X	SB..	½F.	5.38	E-Rw.	Hyd..	Dir...	††	I-Rw.	††	42½–3	60–3	M–M.	Own.	Own.	C&L.	29	Budd	D-P...	**Yellow Coach**	X

I-Rw—Internal Rear wheel.
Jac—Jacox.
Lav—Lavine
L—L Head.
L-N—Leece Neville.
Lyc—Lycoming.
M—Magneto.
M—Metal (Shackles).
MDD—Multiple Dry Disk.
M&E—Merchant & Evans.
Mec—Mechanical.
Mich—Michigan
Mot—Motor Wheel.
Mun—Munsey
N-E—North East.
N-P—No Provision.
Opt—Optional.
P—Pneumatic (Tires).
P—Pressure (Fuel Feed).
Pet—Peters.
Pic—Pick.
Pow—Power Operated.
PrCs—Pressure to all crankshaft and connecting rod bearings; splash to other parts.
Pre—Prestolite.
R—Rubber.
RA—Wheels Swung from Radius Arms.
RBos—Robert Bosch.
S—Solid.
SB—Spiral Bevel.
S-C—Spoked Cast Steel.
Sch—Schebler.
Sci—Scintilla.
SeU—Separate Unit.
She—Sheldon.
Shu—Shuler.
Sl—Sleeve Valve.
Smi—Smith.
S&N—Screw and Nut.
Sne—Snead.
SP—Single Plate.
S-P—Spoked Pressed Steel.
Spi—Spicer
Spl—Splitdorf.
SpPr—Pressure to main crankshaft bearings only. Splash to other parts.
Stk—Standard Equipment.
Str—Stromberg.
Su—Suction.
S-W—Spoked Wood.
T—T Head.
Thl—Thiemer.
Tim—Timken.
Torb—Torbenson (Eaton).
Uni—Universal Machine.
Un FA—Unit with Front Axle
V—Vacuum.
Vac—Vacuum.
Var—Various.
Ves—Vesta.
W-G—Warner Gear
Wauk—Waukesha.
Wes—Westinghouse.
Wil—Willard.
Wisc—Wisconsin.
Wo—Worm.
W&S—Worm and Sector
W&W—Worm & Wheel.
Yell—Yellow Sleeve.
Zen—Zenith.

by relatively few companies and fairly accurate statistics of their output are available. Nobody knows, however, and it would be very difficult to estimate, how many passenger car and truck chassis after leaving the factory and being included in the total production figures of their particular type are equipped with bus bodies and go to swell the ranks of these passenger carrying vehicles.

As long as passenger car and truck chassis continue to be used for bus purposes it appears that about the only accurate way to determine the production of buses —defined as vehicles capable of carrying more than seven passengers but without reference to the chassis upon which they are mounted—would be to determine the number of bus bodies made or sold. Each chassis, whether it is designed originally for bus use, as a passenger car or as a truck must be equipped with a proper body before it can be used as a bus.

Although this offers possibilities for obtaining accurate production data it would probably be impracticable because of the great number of companies who make bus bodies.

In the accompanying tables of bus body specifications a number of bus body builders are listed. All of these companies have a standard body design which they build and sell as their own product. For each one of these there are at least five other companies who build bus bodies to order only. Although the production of many of these concerns may be small individually, in total they represent a fair proportion of all bodies built.

American Bus Body Specifications

BODY MAKE AND MODEL	DESIGNED FOR CHASSIS	Type	Seating Capacity	Frame Material	Panel Material	Length (In.)	Width (In.)	Height Including Chassis (In.)	Body Weight	Empty (Lb.)	Floor Height Loaded (In.)	Step Height Loaded (In.)	SEATS: No. of Double Seats	SEATS: No. of Single Seats	SEATS: Other Total Capacity	SEATS: Upper Deck Capacity	SEATS: Aisle Width (In.)	Location of Baggage Compartment	DOORS: Front (Rt.)	DOORS: Front (Lft.)	DOORS: Rear (Rt.)	DOORS: Rear (Lft.)	DOORS: Others	WINDOWS, SIDE: Number	WINDOWS, SIDE: No. Movable	WINDOWS, SIDE: Make or Type of Regulator	INTERIOR FINISHINGS: Seats: Make	INTERIOR FINISHINGS: Seats: Upholstery	INTERIOR FINISHINGS: Lining	INTERIOR FINISHINGS: Ceiling	INTERIOR FINISHINGS: Floor Covering	Roof Material	DOME LIGHTS: Number and C.P.	ROOF VENTILATOR: Make	ROOF VENTILATOR: No.	Front Ventilator Location	HEATING EQUIPMENT: Make	FITTINGS: Buzzer Signal	FITTINGS: Draw Shades	FITTINGS: Pillar Mirror	FITTINGS: Coat Hooks	FITTINGS: Straps or Rods for Standees	FITTINGS: Seat Hand Holds	Exterior Finish
BODIES FURNISHED BY BODY MANUFACTURERS																																												
Cambridge Body Mfg.	Studebaker 184	PC.	16	A.O.M	St.	201	76	62*	?		28	15	N.	16	N.	N	14	Rf	Y	Y	N	Y	N.	11	10	Dura.	KnAd.	Lea.	Lea.	Lea.	Lin.	G.W.	6–12	LPS.	3	H-AW	Own.	PB	Y	Y	N	N	N	Pyr
Cambridge Body Mfg.	Studebaker 158	Sed.	15	A.O.M	St.	167	76	53½*	?		28	15	N.	N.	15	N	N.	Rf Rr	S	S	S	S	Sed	9	8	Dura.	Own.	Lea.	Lea.	Lea.	Lin	G.W.	4–12	LPS.	3	H-AW	Own.	C.	N	N	N	N.	N	Pyr.
Cambridge Body Mfg.	Studebaker 184	Sed.	18	A.O.M	St.	198	76	63½*	6400		28	15	N.	N.	18	N	N.	Rf Rr	S.	S.	S.	S.	Sed	11	10	Dura.	Own.	Lea.	Lea.	Lea.	Lin	G.W.	6–12	LPS.	3	H-AW	Own.	C.	N	N	N	N.	N	Pyr.
Fitzjohn.....A	Reo.....W	SDC	22	Ash.	St.	198½	87	100	?		27	14½	8	1	5	N	15	N	Y	N	N	Y	N.	17	15	Rex.	H-K	Var.	Ven.	Ven.	Lin	Canv.	6–21	N-L	2	TW	Own.	PB	N	N	N	Y.	Y	Opt.
Fitzjohn.....C	Reo.....W	PC	22	Ash.	St.	214¾	87	90	?		27	14½	8	1	5	N	9	Rf	Y	N	N	Y	N	14	10	C.S.	Kn-Ad	Moh.	Ven.	Ven.	Lin	Canv.	6–21	N-L	2	ESC	Own.	PB	Y	N	N	N	N	Opt.
Fitzjohn.....E15	Studebaker AD	PC.	16	Ash.	St.	201	76	92¾	6540		31	18	3	6	4	N	14½	Rf	Y	N	N	Y	N	14	10	C.S.	AmerW	Lea.	Ven.	Mahog	Lin	Canv.	6–21	N-L	2	ESC	Kysor	PB	Y	N	N	N	N	Pyr
Fitzjohn.....E-18-20	Studebaker AD	PC.	19	Ash.	St.	208	84	?	?		31	18	6	3	4	N	9½	Rf.	Y	N	N	Y	N	14	10	C.S.	AmerW	Lea.	Lea.	Lea.	Lin	Canv.	6–21	N-L	2	ESC-AW	Kysor	PB	Y	N	N	N	N	Pyr.
Fit johm.....B	Reo.....W	IC.	22	Ash.	St.	210⅜	85	?	?		26	14½	10	2	N	N	13	N	Y	N	N	N	N	14	11	Rex.	H-K	Lea.	Ven.	Ven.	Lin	Canv.	6–21	N-L	2	ESC-TW	Own.	PB	N	N	N	Y.	Y	Opt.
Fitzjohn.....B Spec.	Reo.....W	IC.	23	Ash.	St.	213	85	?	?		26	14½	10	3	N	N	13	N	Y	N	N	N	N	?	N	?	H-K	Lea.	Ven.	Ven.	Lin	Canv.	6–21	N-L	2	ESC-TW		PB	N	N	N	Y.	Y	Opt.
Flexible	Buick-Cadillac	Sed.	12	Oak.	St.	182	66	77	2000		28	15	N.	N.	12	N	N	Rr.	S	S	S	S	Sed.	9	8	Dura.	Own.	Lea.	Lea.	Ven.	Lin	SDC.	2–21	N-L	2	H&AW	Own.	N	N	N	N	N	N	Pyr.
Flexib e	Buick-Cadillac	Sed.	15	Oak.	St.	212	66	77	2250		28	15	N.	N.	15	N	N	Rr.	S	S	S	S	Sed.	11	10	Dura.	Own.	Lea.	Lea.	Ven.	Lin	SDC.	3–21	N-L	2	H&AW	Own.	N	N	N	N	N	N	Pyr.
Flexible	Stand. Chassis	PC.	18	Oak.	St.	234	76	87	2600		28	15	5	4	4	N	15	Rr.	Y	Y	N	Y	N.	14	12	Dura.	Own.	Lea.	Lea.	Ven.	Lin	SDC.	8–21	N-L	2	H&AW	Own.	C.	Y	N	N	N	N	Pyr.
Ford Body	Al Std Trucks Chassis	SB.	....	Oak.	St.	144 240	60 84	76 80	1500 2500		30 36	15 18	?	?	?	N	?	N.	Y	N	N	N	RC	N	4	.....	Own.	Im-Lea	N....	Ven.	Lin.	?	?	?	?	TW	?	N	N	N	N	Y.	N.	Opt.
Fort Smith Body	Ford & Chev.	SB.	16 20	Oak.	Wd.	144 192	60	93	1100		34	16	?	?	?	N	29	N.	Y	Y	N	N	N	N	N.	?	Own.	Im-Lea	N....	N....	?	Canv.	?	N.....	N	N.....	N.....	N	N	N	N	N	N	P&V
Hoover.....SC1561	White.....50A	PC.	29	A-O.	Al.	275	94	81½*	?		?	?	12	N.	5	N	12	Opt.	Y	N	N	Y	N	12	10	Tern.	H-K	Lea.	Fabd.	Fabd.	Rub	Pant	8–21	N-L	2	H-ESC-TW	Own.	C.	Y	N	N	N.	N	Opt.
Ho ver.....SC897	Stand. Makes.	SDC	25	A O.	Al.	240	90	84*	?		?	?	10	N.	5	N	18	N	Y	N	N	N	RC	10	10	Edw.	H-K.	Fabd.	Hask.	Al.	HW	Canv.	6–21	N-L	3	TWH	Own.	PB	N	N	N	N.	N	Opt.
Kuhlman.....K-29	Stand. Chassis	SDC	29	?	?	266⅝	90	Var.	Var.		Var.	Var.	12	N.	5	N	18	N	Y	N	N	Y	N	14	12	?	Own.	Lea.	N....	Hask.	Opt.	Canv.	8–21	N-L	4	ESC-UW	Petry	PB	N	N	N	Y.	Y	Opt.
Kuhlman.....K-25	Stand. Chassis	SDC	25	?	?	238¾	90	Var.	Var.		Var.	Var.	10	N.	5	N	18	N	Y	N	N	Y	N	12	10	?	Own.	Lea.	N....	Hask.	Opt	Canv.	6–21	N-L	3	ESC-UW	Petry	PB	N	N	N	Y.	Y	Opt.
Kuhlman.....J-25	Stand. Chassis	SDC	25	?	?	238¾	90	Var.	Var.		Var.	Var	10	N.	5	N	18	N	Y	N	N	Y	N	12	10	?	Own.	Lea.	N....	Hask.	Opt	Canv.	6–21	N-L	3	ESC-UW	Petry	PB	N	N	N	Y.	Y	Opt.
Kuhlman Coach.....	Stand. Chassis	PC.	24	?	?	256	90	Var....	Var.		Var.	Var	9	1	5	N	11	Rr.	Y	Y	N	Y	N	12	7	Dura.	Own.	Lea.	Fabd.	Fabd.	Opt.	Fabd.	6–21	N-L	3	ESC-UW	Petry	PB	Y	Y	N	N.	N	Opt.
Kuhlman Coach.....	Stand. Chassis	IC.	25	?	?	256	90	Var.	Var.		Var.	Var	10	N.	5	N	11	Fr. Dr.	Y	Y	N	Y	N.	12	7	Dura.	Own.	Lea.	Fabd.	Fabd.	Opt	Fabd.	6–21	N-L	3	ESC-UW	Petry	PB	Y	Y	N	N.	N	Opt.
Martin Parry.....600	Ford & Chev.	SDC	18	St.	St.	171	59½	85	1300		28	18	N.	N.	N.	18	?	N.	Y	N	N	N	RC	13	10	?	Own.	Fabd.	Fabd.	NW.	Rub	Canv.	2–2	Own	1	H	N	N	N	N	N	N	N.	Pyr.
Martin Parry.....650	Ford & Chev.	SDC	11	St.	St.	171	59½	85	1400		28	18	N.	11	N.	N	18	N.	Y	N	N	N	RC	13	10	?	Own.	Fabd.	Fabd.	NW.	Rub	Canv.	2–2	Own	1	H	N	N	N	N	N	N	N.	Pyr.
Gustaf Schaeffer.....	Stand. Chassis	PC.	29	A-O-H	Al.	275	90	96	10925		24	11	13	3	N	N	15	Rf.	Y	N	N	N	RC.	17	10	Own.	AC&W ARW	Lea.	Fabd.	N....	Lin.	Canv.	8–21	N-L	6	ESC-H-AW	Own.	C.	Y	Y	N	Y.	Y	Opt.
Gustaf Schaeffer.....	Stand. Chassis	SDC	25	A-O-H	Al.	238	90	103	10335		29	17	12	1	N.	N	16¾	N.	Y	N	N	N	N.	19	12	Own.	H-K	Lea.	N....	N....	Lin	Canv.	6–21	N-L	3	ESC-H	Own.	PB	N	N	N	N.	Y	Opt.
Gustaf Schaeffer.....	Stand. Chassis	PC.	18	A-O-H	Al.	219	78	99	?		30	17	5	2	6	N	18	Rf	Y	N	N	N	RC.	17	8	Own.	ARW	Lea.	Fabd.	N....	Lin	Canv.	8–21	N-L	6	ESC-H-AW	Own.	C.	Y	Y	N	Y.	Y	Opt.
Springboro.....T	Stude...N-184	IC.	17	A-O-M	St.	190	82	98	?		30	20	6	5	N.	N	10	N.	Y	Y	N	N	N.	9	6	?	Own.	Fabd.	Fabd.	Fabd.	Lin	?	4–21	N-L	2	H	Own.	C.	N	N	N	N.	N	Opt.
Thompson.....Mel-26	Mack.....AB	PC.	21	Ash.	Al.	286	83½	102	?		26	16	5	7	4	N	18½	Rf.	Y	N	N	Y	N.	12	12	Tern.	Karp.	Lea.	Fabd.	Fabd.	Rub	Fabd.	6–21	N-L	4	Fr. Q-H-TW	Petry	C.	Y	Y	Y	N.	N	Opt.
Thompson.....Mel-19	Mack.....AB	PC.	25	Ash.	Al.	262	90	102	?		26	16	10	N.	5	N	12	Rf.	Y	N	N	Y	N.	12	12	Tern.	Karp.	Lea.	Fabd.	Fabd.	Rub	Fabd.	6–21	N-L	4	Fr. Q-H-TW	Petry	C.	Y	Y	Y	N.	N	Opt.
Thompson.....Mel-42	Mack.....AB	PC.	18	Ash.	Al.	286	83½	102	?		26	16	6	6	N.	N	18½	Wb	Y	Y	N	N	N.	12	10	Tern.	Karp.	Lea.	Fabd.	Fabd.	Rub	Fabd.	6–21	N-L	4	Fr. Q-H-TW	Petry	C.	Y	Y	Y	N.	N	Opt.
Thompson.....Mel-34	Mack.....AB	PC.	22	Ash.	Al.	286	90	102	?		26	16	10	2	N.	N	12	Wb	Y	Y	N	N	N.	12	10	Tern.	Karp.	Lea.	Fabd.	Fabd.	Rub	Fabd.	6–21	N-L	4	Fr. Q-H-TW	Petry	C.	Y	Y	Y	N.	N	Opt.
Thompson.....Pel-9	Pierce Arrow.	SDC	25	Ash.	Al.	236	90	118	?		29	17	10	N.	5	N	16	N.	Y	N	N	Y	N.	12	12	Edw.	H-K.	Lea.	Plyw.	Fi-Bd	Rub	Canv.	6–21	N-L	3	ESC-TW	Petry	C.	N	N	N	Y.	Y	Opt.
Wayne*.....40	Stand. Chassis	SDC	Var.	O-H.	Wd.	Var.	Var.	Var.	Var.		Var.	Var.	Var	N.	N.	N	Var.	Rr.	Y	N	N	Y	N.	Var	All	ABF.	Own.	Fabd.	Plyw.	Plyw.	Lin	OD.	Var	N-L	Var	AW	Own.	PB	N	N	N	N.	Y	P&V
Wayne*.....30	Stand. Chassis	Sed.	Var	O-H.	Wd.	Var.	60	Var.	Var.		Var.	Var.	Var	Var.	Var.	N	Var.	Rr.	S	S	S	S	Sed.	Var	All	ABF.	Own.	Fabd.	Fabd.	Plyw.	Lin	OD.	Var.	N-L	Var	AW	Pion.	C.	N	N	N	N.	Y	P&V
Wayne*.....50	Stand. Chassis	SDC	Var.	O-H..	Wd.	Var.	Var	Var	Var.		Var.	Var.	Var	Var	Var.	N	Var.	Rr.	Y	N	N	Y	N.	Var	All	Own.	Own.	Fabd.	Fabd.	Plyw.	Wd.	OD.	Var.	Own.	2	AW	Pion.	N.	N	N	N	N.	N	P&V
Wayne*.....68	Stand. Chassis	SDC	Var	O-H..	Wd.	Var.	60	Var.	Var.		Var.	Var.	Var	Var	Var.	N	24	Rf	Y	N	N	N	RC.	Var	All	Own.	Own.	Fabd.	Fabd.	Plyw.	Wd	OD.	Var.	Own	2	AW	Pion.	PB	N	N	N	N.	N	P&V
Wayne*.....70	Stand. Chassis	Sed.	Var.	O-H..	Wd.	Var.	60	Var.	Var.		Var.	Var.	Var	Var	Var.	N	N.	Rf.	S.	S.	S.	S.	Sed.	Var	All	Own.	Own.	Fabd.	Fabd.	Plyw.	Wd	OD.	Var.	Own	2	AW	Pion.	PB	N	N	N	N.	N	P&V
Whitefield.....	Larabee...X-42	PC.	17	A-O-M	Opt.	212½	78	93	2900		26½	14	6	N.	5	N	8½	Rr.	Y	N	Y	Y	N..	10	9	Edw.	Own.	Fabd.	Fabd.	Fabd.	Lin.	SDC.	6–21	LPS.	2	FQ	Petry	C.	Y	Y	Y	N.	N	....
Whitefield.....	LarabeeX-H31	SDC	21	A-O-M	Opt.	224	86	96	3300		27	15	8	N.	5	N	15	Rr.	Y	N	N	Y	N..	10	9	Edw.	Own.	Fabd.	Fabd.	Plyw.	Lin.	SDC.	6–21	LPS.	2	TW	?	C.	N	N	N	Opt.	Opt	....

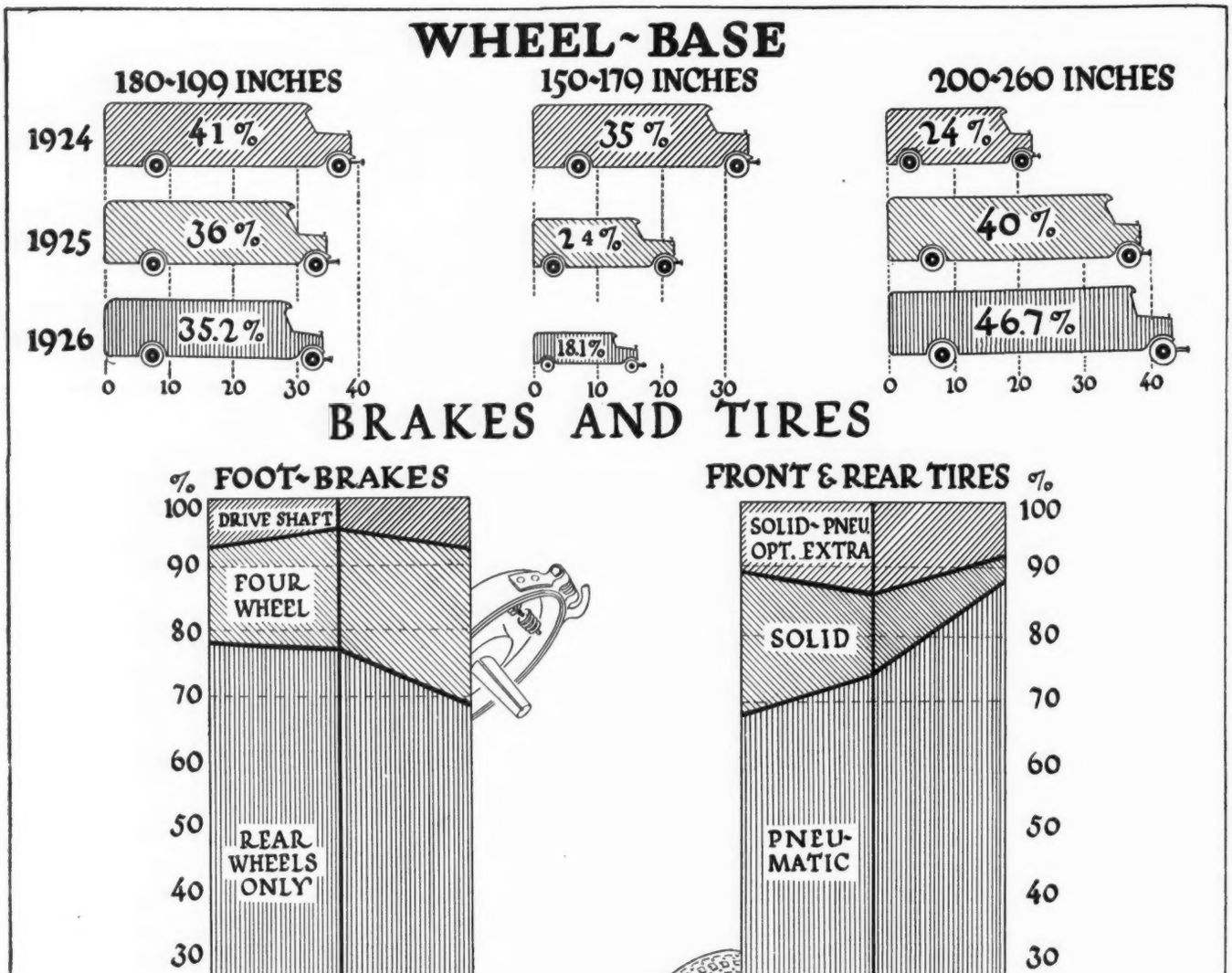
American Bus Body Specifications

BODY MAKE AND MODEL	DESIGNED FOR CHASSIS	Type	Seating Capacity	Frame Material	Panel Material	Length (In.)	Width (In.)	Height Including Chassis (In.)	Body Weight—Empty (Lb.)	Floor Height Loaded (In.)	Step Height Loaded (In.)	SEATS: No. of Double Seats	SEATS: No. of Single Seats	SEATS: Others—Total Capacity	SEATS: Upper Deck Capacity	SEATS: Aisle Width (In.)	Location of Baggage Compartment	DOORS: Front (Rt.)	DOORS: Front (Lft.)	DOORS: Rear (Rt.)	DOORS: Rear (Lft.)	DOORS: Others	WINDOWS, SIDE: Number	WINDOWS, SIDE: No. Movable	WINDOWS, SIDE: Make or Type of Regulator	INTERIOR FINISHINGS: Seats: Make	INTERIOR FINISHINGS: Seats: Upholstery	INTERIOR FINISHINGS: Lining	INTERIOR FINISHINGS: Ceiling	INTERIOR FINISHINGS: Floor Covering	Roof Material	DOME LIGHTS: Number and C.P.	ROOF VENTILATOR: Make	ROOF VENTILATOR: No.	Front Ventilator Location	HEATING EQUIPMENT: Make	FITTINGS: Buzzer Signal	FITTINGS: Draw Shades	FITTINGS: Pillar Mirrors	FITTINGS: Coat Hooks	FITTINGS: Straps or Rods for Standees	FITTINGS: Seat Hand Holds	Exterior Finish
BODIES FURNISHED BY CHASSIS MANUFACTURERS																																											
Dorris	**L6**	Dorris	L6	PC	?	Oak	A.M	?	?	?	10500	23	15	?	?	?	N	12	Rf	Y	N	N	Y	N	6	6	Tern	?	Lea	N	Lea	Lin	?	8	N-L	3	ESC	Petry	C	N	N	N	N	N	Pyr
Fageol		Fageol	6	PC	22	Pr.St	Al	261½	89	94½	11750	207⅞	14¾	9	N	4	N	11	Rf	Y	Y	Y	N	N	12	10	Tern	Wicker	SpLea	N	Vel	Vvt	Fabd	6-21	N-L	3	ESC	Own	PB	Y	N	N	N	N	Pyr
Fageol		Fageol	6	Sed	22	Pr.St	Al	242	81	80⅞	10265	22	14	N	N	22	N	N	Rr	S	S	S	S	Sed	14	12	Tern	Own	SpLea	N	Fabd	Lin	Fabd	3-21	N-L	3	ESC	Own	C	N	N	N	N	N	Pyr
Fageol		Fageol	6	SDC	29	Pr.St	St	255⅞	89	105¼	11725	221½	14¾	12	N	5	N	20½	N	Y	N	N	N	RC	15	15	Tern	Own	SpLea	N	Fabd	Lin	Fabd	6-21	N-L	3	ESC	Own	PB	N	N	N	N	Y	Pyr
Fageol		Fageol	6	DDC	58	Pr.St	Al	323⅜	93½	134⅜	13680	21	11⅝	?	?	?	?	?	N	Y	Y	N	N	N	16	14	Tern	Own	SpLea	N	N	Lin	Fabd	6-21	N-L	2	TW	Own	PB	N	N	N	N	Y	Pyr
Fageol		Fageol	4	PC	22	Pr.St	Al	261½	86	94½	10500	207⅞	14¾	9	N	4	N	11	Rf	Y	Y	Y	N	N	12	10	Tern	Wicker	SpLea	N	Fabd	Vvt		6-21	N-L	3	ESC	Own	PB	N	N	N	N	N	Pyr
Fageol		Fageol	4	Sed	22	Pr.St	Al	242	81	80⅞	9800	22	14	S	S	22	N	N	Rr	S	S	S	S	Sed	14	12	Tern	Own	SpLea	N	Fabd	Lin	Fabd	3-21	N-L	2	ESC	Own	C	N	Y	N	N	N	Pyr
Fageol		Fageol	4	SDC	29	Pr.St	St	255⅞	89	105¼	10750	221½	14¾	12	N	5	N	20½	N	Y	N	N	N	N	15	15	Tern	Own	SpLea	N	Fabd	Lin	Fabd	6-21	N-L	3	ESC	Own	PB	N	N	N	N	N	Pyr
Garford		Garford	KB	SDC	21	Ash	St	276½	84	102	7200	?	16	6	N	6	N	12	N	Y	N	N	Y	N	10	10	Rex	H-K	Lea	Im-Lea	Im-Lea	N	im-Lea	4-21	?	2	ESC-H-AW	Own	C	Y	N	N	N	N	Pyr
Garford		Garford	KB	PC	17	Ash	St	205	84	93	7600	?	16	6	N	5	N	10	Rf	Y	Y	N	Y	N	10	8	Dura	Own	Lea	Im-Lea	Im-Lea	Lin	Im-Lea	4-21	?	2	ESC-H-AW	Own	PB	N	N	N	Y	Y	Pyr
Garford		Garford	KB	Sed	?	Ash	St	188	74	83	6500	?	16	S	S	?	N	N	Rf Rr	S	S	S	S	Sed	10	8	Dura	Own	Lea	Im-Lea	Im-Lea	Lin	Im-Lea	4-21	?	2	ESC-H	Own	C	Y	N	N	N	N	Pyr
Graham Bros.	**202**	Graham	Y-B	SDC	21	Ash	St	248	86	105	6430	27½	16	10	1	N	N	18½	N	Y	N	N	N	RC	9	9	Rwy	Own	Lea	N	N	Lin	?	6-21	Own	3	TW	Own	PB	N	N	N	Y	Y	Pyr
Graham Bros.	**232**	Graham	J-B	Sed	17	A-O	?	264	75	86¼	5800	?	16	S	S	17	N	N	Rr	S	S	S	S	Sed	10	9	Crank	Own	Lea	Im-Lea	Im-Lea	N	?	2-	Own	3	TW	Own	PB	N	N	N	N	N	Pyr
International Har.	**SL**	International	SL	Sed	12	A-O	St	172	62	81	1650	28	17	S	S	12	N	N	Rr	S	S	S	S	Sed	11	10	Perf	Own	GW	GW	GW	Lin	CDT	3-4	N	N	TW		PB	N	N	N	N	N	P&V
Mack		Mack	A-B	SDC	25	Ash	Al	305⅝	89½	103½	10220	26¾	14½	10	N	5	N	17	N	Y	N	N	Y	RC	18	15	?	H-K	Lea	Plyw	N	Lin	Hask	6-21	CAB	3	AW-TW-UW	Petry	PB	N	N	N	Y	Y	P&V
Mack		Mack	A-B	SDC	29	Ash	Al	334⅞	89½	103½	11000	26¾	14½	12	N	5	N	17	N	Y	N	N	Y	RC	20	18	?	H-K	Lea	Plyw	N	Lin	Hask	8-21	CAB	4	AW-TW-UW	Petry	PB	N	N	N	Y	Y	P&V
Mack		Mack	A-B	IC	29	Ash	Al	334⅞	89½	103½	10800	26¾	14½	12	N	5	N	10½	N	Y	N	Y	Y	N	20	18	?	Karp	Lea	Fabd	Fabd	Lin	Hask	8-21	CAB	4	AW-TW-UW	Petry	C	Y	N	N	N	N	P&V
Reo	**PE**	Reo	W	SDC	21	HW	?	196	88½	106⅝	7360	28¼	15⅜	N	21	N	N	16¾	N	Y	N	N	Y	N	17	17	Rwy	H-K	Rat	N	N	N	SDC	5-21	?	2	TW	Own	PB	Y	N	N	Y	Y	P&V
Reo	**IC**	Reo	W	IC	21	HW	?	210½	86	99¼	7625	28½	14	N	21	N	N	11-14	N	Y	N	N	RC	N	14	11	Rwy	H-K	Lea	N	Mahog	Lin	SDC	6-21	?	2	TW	Own	PB	Y	N	N	N	Y	P&V
Reo	**Sed**	Reo	W	Sed	16	HW	?	202⅝	84	91	7250	28¼	?	?	S	S	16	N	N	Rr	S	S	S	Sed	13	10	Crank	?	Lea	N	N	N	SDC	3-21	?	2	TW	Own	PB	N	N	N	Y	N	P&V
Reo	**CC**	Reo	W	PC	21	HW	?	210	86	91	?	?	?	N	21	N	N	11	Rf	Y	N	N	Y	N	16	12	Crank	Kn-Ad	Plush	N	Hask	N	SDC	6-21	?	2	ESC	Own	PB	Y	Y	N	N	N	P&V
Ruggles	**60-P-19**	Ruggles	60	PC	19	Ash	St	206	86	95	?	28	15	6	2	5	N	10	Rf	Y	Y	N	N	N	11	10	Dura	Kn-Ad	Var	Fabd	Fab	Lin	Pant	6-21	El Ser.	2	H	Petry	C	Y	Y	Y	N	N	Pyr
Ruggles	**6-S-21**	Ruggles	60	SDC	21	Ash	St	206	90	105	?	28	15	8	N	5	N	17	N	Y	N	N	Y	N	13	11	?	H-K	Var	Ven	Ven	Lin	Pant	8-21	El Ser.	2	H	Petry	PB	N	N	N	Y	Y	Pyr
Ruggles	**70-P-27**	Ruggles	70	PC	27	Ash	St	262	90	90	?	23	13	10	2	5	N	12	Rf	Y	Y	N	N	N	15	14	Dura	Kn-Ad	Var	Fabd	Fab	Lin	Pant	8-21	El Ser.	3	H	Petry	C	Y	Y	Y	N	N	Pyr
Ruggles	**70-S-29**	Ruggles	70	SDC	29	Ash	St	262	90	100	?	23	13	12	N	5	N	19	N	Y	N	N	Y	N	17	15	?	H-K	Var	Ven	Ven	Lin	Pant	10-21	El Ser.	3	H	Petry	PB	N	N	N	Y	Y	Pyr
Six Wheel	**64**	Six Wheel	64	SDC	30	St	Plym	262	90	104½	?	26	16	12	1	5	N	17	N	Y	N	N	Y	N	16	14	Rwy	H-K	Lea	Plyw	Plyw	Rub	Fab	8-21	N-L	4	FQ-H	Petry	PB	N	N	N	Y	Y	Pyr
Six Wheel	**63**	Six Wheel	63	PC	29	St	Al	283	90	96	?	24¾	16½	12	N	5	N	11	Opt	Y	N	N	Y	N	12	12	Tern	H K	Lea	Lea	Fabd	Lin	Lea	8-42	L.P.S	3	H-TW-FQ	Petry	C	Y	N	N	N	N	Var
Six Wheel	**66**	Six Wheel	66	DDC	62	St	Al	312	94	157¼	?	25	11	15	2	N	30	20	N	Y	N	Y	N	N	40	40	?	H-K	Lea	Plyw	Fabd	Rub	Pant	17-21	N-L	4	H-AW	Petry	PB	N	N	N	N	Y	En
Six Wheel	**55**	Six Wheel	65	PC	29	St	Al	283	90	96	?	24¾	16½	12	N	5	N	11	Opt	Y	N	N	Y	N	12	12	Tern	H-K	Lea	Lea	Fabd	Lin	Lea	8-42	N-L	3	H-TW-FQ	Petry	C	N	N	N	N	Y	P&V
Yellow Coach	**X-21**	Yellow	X	SDC	21	Ash	St	196½	88	99⅝	3710	23	15	8	N	5	N	17	N	Y	N	N	N	RC	9	9	Tern	Hd-Wd	Lea	St	Hask	Lin	Canv	8-21	N-L	2	ESC-H-AW	Own	C	N	N	N	Opt	Y	Opt
Yellow Coach	**X-17**	Yellow	X	PC	16	Ash	Al	228	81	94	4710	23	15	4	4	4	N	18	Rr Rf	Y	N	Y	Y	N	10	10	Tern	Hd-Wd	Lea	Mahog	Hask	Lin	Canv	8-21	N-L	2	ESC-H-AW	Own	C	Y	Y	N	Opt	N	Opt
Yellow Coach	**Y**	Yellow	Y	PC	29	Ash	Al	269	88	95	5900	24	15	12	N	5	N	12	Rf	Y	N	Y	Y	N	12	12	Tern	Hd-Wd	Lea	Mahog	Hask	Lin	Canv	10-21	N-L	3	ESC-H-AW	Own	C	Y	Y	N	Opt	N	Opt
Yellow Coach	**Z-29**	Yellow	Z	SDC	29	Ash	Al	250	88	109	4300	25¾	15	12	N	5	N	17	N	Y	N	N	Y	N	13	12	Tern	Hd-Wd	Lea	Mahog	Hask	Lin	Canv	10-21	N-L	3	H-AW	Own	PB	N	N	N	Opt	Y	Opt
Yellow Coach	**Z-66**	Yellow		DDC	67	Ash	Al	282	94	128	5400	26	15	14	N	N	39	22	N	Y	N	Y	N	N	16	15	Tern	Hd-Wd	Lea	A-R	Hask	Lin	Canv	8-21	N-L	13	H-TW	Own	PB	N	N	N	Opt	Y	Opt

ABBREVIATIONS:

* Typical types only, complete line too large to give in full
A—Ash
ABF—Amesbury Brass & Foundry Co.
AC&W—American Carriage & Wicker Co.
Al—Aluminum
AM—Auto Body Metal
A-R—Ash Rattan
ARW—Art Rattan Works
AW—Above Windshield
C—Cord
Canv—Canvas
CDT—Chase Double Texture
C.S.—Common Sense, Ackerman-Blaesser-Fezzy Co.
DDC—Double Deck City
Edw—Edwards Co.
En—Enamel
ESC—Either Side of Cowl
Fabd—Fabricoid
Fi Bd—Fibre Board
FQ—Front Quarter Window
Fr Dr—By Front Door
GW—Galloway Bright (Chase Co.)
H—Hickory Frame Material
H—Through Hood or Cowl Ventilator
Hask—Haskelite
Hd Wd—Haywood-Wakefield Co.
H-K—Hale-Kilburn Corp.
HW—Hard Wood
IC—Inter-City
Im. Lea—Imitation Leather
Karp—Karpen
Kn-Ad—Kelton Amand Co.
Lea—Leather
Lin—Linoleum
LPS—Lima Pressed Steel Co.
M—Maple
Mahog—Mahogany
Moh—Mohair
N—No, None
N-L—Nichols-Lintern Co.
NW—Natural Wood
O—Oak
OD—Oiled Duck
Opt—Optional
PB—Push Button
P&V—Paint and Varnish
PC—Parlor Car
Pant—Pantasote
Perf.—Perfect Window Reg. Co.
Plyw—Plywood
Pr.St.—Pressed Steel
Plym—Plymetl
Pyr.—Pyroxylin
Rat—Rattan
RC—Rear Center
Rf—Roof Compartment
Rr—Rear Compartment
Rub—Rubber
Rwy—Railway Coach Type
S—Sedan
SB—School Bus
SDC—Single Deck City
SDC—Standard Deck Covering
Sed—Sedan
Sp. Lea.—Spanish Leather
St.—Steel
Tern—Ternstedt Mfg. Co.
TW—Through Windshield
UW—Under Windshield
Var—Variable
Vel.—Velour
Ven.—Veneer
Vvt.—Velvet Carpet
Wd.—Wood
Wh—Over Wheelhouse
Y—Yes
?—No Information

Motor Bus Design Trends



British Gasoline Motor Bus Chassis Specifications

MAKE	GENERAL								ENGINE					TRANSMISSION			REAR AXLE			BRAKES		DIMENSIONS		
		Weight				Tires Type and Size					Fuel System		Ignition			Gearset							Overall	
	Seating Capacity	Chassis Only (Lbs.)	Body Maximum (Lbs.)	Wheelbase (Ins.)	Tread Rear Wheels (Ins.)	Front (Ins.)	Rear (Ins.)	Number of Wheels	Number of Cylinders Bore and Stroke (Ins.)	Valve Arrangement	Carburetor Make	Fuel Feed	Make	Current Source	Clutch Type	Location	Number of Forward Speeds	Type	Final Drive	Total Reduction Ratio High Gear	Location	Operation	Floor Height (Ins.)	Length (Ft. and Ins.)	Width (Ft. and Ins.)
A. E. C.	22	5000	2300	162	61	P-36x6	P-36x6d	4	4-4.00x5.50	L...	Zen...	G...	Simms	M..	Co....	Sep...	4	F F...	Wo...	7.2	T & Rw	Mech.	32	22-8	6-2
A. E. C.	26	5490	2800	166	66	P-36x6	P-36x6d	4	4-4.25x5.50	L...	Zen...	V...	Simms	M..	Co....	Sep...	4	F F...	Wo...	6.7	T & Rw†	Mech.	32	24-6	6-8
A. E. C.*	30	5376	3025	172	66	P-36x6	P-36x6d	4	4-4.25x5.50	L...	Zen...	V...	Simms	M..	Co....	Sep...	4	F F...	Wo...	6.7	T & Rw†	Mech.	32	22-10	7-0
A. E. C.	38	7720	3500	168	73	S-40x5	S-40x5d	4	4-4.75x5.87	L...	Zen...	G...	Simms	M..	Co....	Sep...	4	F F...	Wo...	8.4	Rw.....	Mech.	34	25-6	7-2
A. E. C.*	52	7530	5000	187	74	S-40x5	S-40x5d	4	4-4.75x5.87	L...	Zen...	G...	Simms	M..	Co....	Sep...	4	F F...	Wo...	8.4	Rw.....	Mech.	34	26-4	7-2
A. E. C.*	54	6950	5000	186	70	S-40x4¾	S-40x4¾d	4	4-4.25x5.50	L...	Zen...	G...	Simms	M..	S P...	Sep...	3	F F...	I G...	9.2	Rw.....	Mech.	21	26-5	7-2
Albion	12	3600	2000	129	61	P-36x4¾	P-36x4¾d	4	4-3.87x5.00	L...	Zen...	V...	Simms	M..	S P...	Sep...	4	F F...	Wo...	5.0	T & Rw.	Mech.	30	17-9	6-4
Albion	18	4256	2300	168	62	P-36x6	P-36x6d	4	4-4.33x5.00	L...	Zen...	V...	Simms	M..	S P...	Sep...	4	F F...	Wo...	6.2	T & Rw.	Mech.	30	20-6	6-4
Albion	25	5040	3360	172	65	P-36x6	P-36x6d	4	4-4.33x4.75	L...	Zen...	V...	Simms	M..	S P...	Sep...	4	F F...	Wo...	6.2	T & Rw.	Mech.	26	21-6	6-6
Albion	30	5264	3500	192	65	P-36x6	P-36x6d	4	4-4.33x4.75	L...	Zen...	V...	Simms	M..	S P...	Sep...	4	F F...	Wo...	6.2	T & Rw.	Mech.	26	23-0	6-6
Bean	16	2460	1500	126	56	P-33x5	P-33x5	4	4-2.90x5.30	L...	Zen...	G...	M L..	M..	M D..	Eng...	4	½ F..	S B..	6.1	Rw†....	Mech.	24	16-6	5-5
Beardmore	16	2352	1800	138	55	P-32x4¾	P-32x4¾d	4	4-3.12x4.75	L...	Zen...	G...	Bosch	M..	Co....	Sep...	4	F F...	Wo...	6.4	Rw.....	Mech.	31	17-6	5-9
Bristol*	24	4480	2400	150	63	S-34x4	S-34x4d	4	4-4.00x5.00	L...	Cla...	V...	Simms	M..	S P...	Sep...	4	F F...	Wo...	6.0	T & Rw.	Mech.	30	19-6	6-0
Bristol	40	7060	3500	192	73	S-40x5	S-40x5d	4	4-4.50x5.75	L...	Cla...	G...	Simms	M..	S P...	Sep...	4	F F...	Wo...	7.6	T & Rw.	Mech.	36	22-10	7-1
Bristol*	60	7400	5000	192	76	S-40x5½	S-40x5½d	4	4-4.75x6.00	L...	Cla...	V...	Simms	M..	S P...	Sep...	4	F F...	Wo...	6.5	T & Rw.	Mech.	27	26-6	7-4
Caledon	20	3360	2500	168	56	P-36x6	P-36x6	4	4-3.93x5.51	L...	Zen...	V...	Bosch	M..	S P...	Eng...	4	F F...	Wo...	6.7	T & Fw.	Mech.	30	20-0	6-0
Caledon	40	6500	4500	183	62	P-36x7	P-36x7	4	4-4.72x5.51	L...	Zen...	V...	Bosch	M..	Co....	Sep...	4	½ F..	Wo...	6.7	T & Rw.	Mech.	34	24-0	6-6
Clyde	20	3800	2300	168	60	P-34x7	P-34x7	4	4-4.00x5.25	L...	Zen...	V...	Opt...	M..	M D..	Sep...	4	½ F..	Wo...	6.5	Rw.....	Mech.	32	20-6	6-0
Commer	24	7170	3500	165	67	P-32x6	P-32x6d	4	4-4.33x5.50	L...	Cla...	G...	Simms	M..	Co....	Sep...	3	F F...	Wo...	5.7	T & Rw.	Mech.	32	20-6	6-6
Commer	54	8400	5000	190	70	S-40x4¾	S-42x4¾d	4	4-4.72x5.50	L...	Cla...	G...	Simms	M..	Co....	Sep...	4	F F...	Wo...	6.7	T & Rw.	Mech.	35	23-0	7-0
Daimler	32	5488	3360	168	66	P-36x6	P-36x6d	4	4-4.10x5.51	Sl...	Own...	V...	Opt...	M..	Co....	Sep...	4	F F...	Wo...	7.2	Rw.....	Mech.	34	24-3	6-4
Dennis	16	3250	1800	132	56	P-33x5	P-34x7	4	4-3.34x4.72	L...	Cla...	G...	BTH..	M..	Co....	Eng...	4	F F...	Wo...	6.7	Rw.....	Mech.	30	16-0	5-7
Dennis	30	5380	3360	180	62	S-36x4	S-40x4d	4	4-4.10x5.90	T...	Cla...	G...	BTH..	M..	Co....	Sep...	4	F F...	Wo...	6.7	T & Rw.	Mech.	32	24-0	6-6
Dennis	48	7170	4600	190	66	S-36x4¾	S-36x4¾d	4	4-4.52x5.90	T...	Cla...	G...	BTH..	M..	Co....	Sep...	4	F F...	Wo...	6.7	Rw.....	Mech.	35	25-0	6-10
Dennis*	33	6050	4000	192	70	P-36x6	P-36x6d	4	4-4.33x5.90	L...	Cla...	G...	BTH..	M..	Co....	Sep...	4	F F...	Wo...	6.7	Fw.....	Servo.	26	25-0	7-1
Garner	26	4250	2500	174	69	P-36x6	P-36x6d	4	4-3.93x5.51	L...	Zen...	V...	Lucas.	M..	M D..	Eng...	4	F F...	Wo...	7.0	Fw.....	Mech.	25	23-3	7-3
Guy	18	2910	1700	149	61	P-36x4¾	P-36x4¾d	4	4-3.46x4.72	L...	Zen...	G...	Var...	M..	Co....	Eng...	4	F F...	Wo...	6.6	Rw†....	Mech.	24	17-6	6-0
Guy	22	4480	2200	160	63	P-32x6	P-32x6d	4	4-4.00x5.50	L...	Zen...	V...	Var...	M..	Co....	Sep...	4	F F...	DR...	6.3	T & Rw.	Mech.	32	19-0	6-2
Guy	26	4820	2500	183	63	P-32x6	P-32x6d	4	4-4.00x5.50	L...	Zen...	V...	Var...	M..	Co....	Sep...	4	F F...	DR...	6.8	T & Rw†	Mech.	24	24-0	6-2
Guy	32	5040	3360	197	63	P-32x6	P-32x6d	4	4-4.25x5.50	L...	Zen...	V...	Var...	M..	Co....	Sep...	4	F F...	Wo...	6.6	Rw†....	Mech.	24	26-0	6.2
Guy	32	5260	3360	197	65	P-32x6	P-32x6d	4	6-3.77x5.11	Sl...	Dai...	V...	Var...	M B	S P...	Sep...	4	F F...	Wo...	6.6	Fw.....	Vac...	24	26-0	6-6
Halley	20	4810	2500	171	63	P-32x6	P-32x6d	4	4-3.87x5.00	L...	Zen...	V...	Opt...	M..	S P...	Eng...	4	½ F..	Wo...	.....	T & Rw.	Mech.	30	24-6	6-4
Halley	26	5940	3360	184	63	P-32x6	P-32x6d	4	6-3.50x6.00	L...	Zen...	V...	Opt...	M..	S P...	Sep...	4	½ F..	Wo...	.....	T & Rw.	Mech.	30	25-6	6-4
Halley	32	7280	4000	198	68	P-38x7	P-38x7d	4	6-4.00x5.00	L...	Zen...	V...	Opt...	M..	S P...	Sep...	4	F F...	Wo...	.....	T & Rw.	Mech.	36	26-6	6-11
Karrier	14	3920	2240	168	56	P-36x6	P-36x6	4	4-3.75x5.50	L...	Zen...	G...	Opt...	M..	Co....	Sep...	4	F F...	Wo...	6.0	T & Rw.	Mech.	31	19-7	5-10
Karrier	20	5040	2800	174	61	P-36x6	P-36x6d	4	4-3.93x5.50	L...	Zen...	G...	Opt...	M..	Co....	Sep...	4	F F...	Wo...	6.0	T & Rw.	Mech.	23	24-3	6-2
Karrier	25	5500	3400	168	66	P-36x6	P-36x6d	4	4-4.50x5.00	L...	Zen...	G...	Opt...	M..	Co....	Sep...	4	F F...	Wo...	7.0	T & Rw.	Mech.	32	22-0	6-2
Karrier	29	6272	3500	192	66	P-38x7	P-38x7d	4	4-4.50x6.00	L...	Zen...	G...	Opt...	M..	Co....	Sep...	4	F F...	Wo...	6.2	T & Rw.	Mech.	34	25-2	6-11
Karrier	39	7618	4600	192	68	P-38x7	P-38x7d	4	4-5.00x6.00	L...	Zen...	G...	Opt...	M..	Co....	Sep...	4	F F...	Wo...	6.7	T & Rw.	Mech.	29	26-1	7-5
Karrier	52	6832	4800	204	66	P-34x7	P-34x7d	6	6-3.93x5.50	L...	Zen...	G...	Opt...	M..	Co....	Sep...	4	F F...	Wo...	7.0	Fw.....	Air...	25	26-2	7-6
Leyland	26	5600	3500	180	70	P-36x6	P-36x6d	4	4-3.75x5.50	O...	Sol...	G...	Opt...	M..	S P...	Sep...	4	F F...	Wo...	6.25	T & Rw†	Mech.	30	24-0	7-2
Leyland*	31	5800	3500	174	70	P-36x6	P-36x6d	4	4-4.25x5.50	O...	Sol...	G...	Opt...	M..	S P...	Sep...	4	F F...	DR...	6.6	T & Rw†	Mech.	30	23-6	7-2
Leyland*	52	7500	5000	192	73	S-40x5½	S-40x5½d	4	4-5.00x6.00	O...	Sol...	G...	Opt...	M..	S P...	Sep...	4	F F...	DR...	7.9	T & Rw†	Mech.	32	24-9	7-5
Maudslay	26	5600	2700	182	69	P-36x6	P-36x6d	4	4-4.93x5.11	O...	Zen...	V...	Opt...	M..	Co....	Sep...	4	F F...	Wo...	7.0	T & Fw..	Servo.	27	24-6	7-0
Maudslay*	40	5710	2700	198	72	P-36x6	P-36x6d	4	4-4.33x5.11	O...	Zen...	V...	Opt...	M..	Co....	Sep...	4	F F...	Wo...	7.0	T & Fw..	Servo.	27	26-0	7-2
Maudslay*	54	7500	5000	190	76	S-36x5½	S-36x5½d	4	4-4.75x6.00	O...	Zen...	V...	Opt...	M..	Co....	Sep...	4	F F...	Wo...	7.7	T & Fw..	Servo.	27	26-0	7-4
M. & D.	16	2690	1680	126	56	P-33x5	P-33x5	4	4-3.12x4.72	O...	Cox...	V...	BLIC.	M..	S P...	Eng...	4	F F...	Wo...	6.2	Fw.....	Mech.	30	15-6	5-10
Morris	12	1930	1100	122	56	P-32x4½	P-32x4½	4	4-2.95x4.00	L...	Smith	G...	Lucas	M..	M D..	Eng...	3	¾ F..	Wo...	7.0	Rw.....	Mech.	28	14-0	5-8
McCurd	20	5040	2500	162	56	P-36x6	P-36x6	4	4-4.00x6.00	L...	Zen...	G...	Opt...	M..	Co....	Sep...	4	F F...	Wo...	7.4	T & Fw.	Mech.	35	22-0	6-2
McCurd	56	6390	5000	174	66	S-40x4¾	S-40x4¾d	4	4-4.50x5.50	T...	Zen...	G...	Opt...	M..	Co....	Sep...	4	F F...	Wo...	7.1	T & Rw.	Mech.	38	24-6	6-9
Scammell	24	2912	2300	174	61	S-32x4¾	S-32x4¾d	4	4-4.00x4.25	L...	Cla...	G...	Wat...	M..	S P...	Eng...	3	‡	Wo...	9.0	Fw.....	Mech.	24	20-0	6-3
Star	14	2800	1700	120	56	P-32x6	P-32x6	4	4-3.54x4.72	L...	Sol...	G...	Opt...	M..	S P...	Eng...	4	½ F..	Wo...	6.2	Rw.....	Mech.	30	14-6	5-6
Star	20	3360	2240	132	61	P-33x5	P-33x5	4	4-3.54x5.90	L...	Zen...	G...	Opt...	M..	S P...	Eng...	4	F F...	Wo...	7.7	Rw.....	Mech.	30	16-6	6-4
Star	25	4700	2800	162	60	S-36x4	S-36x4d	4	4-3.75x5.90	L...	Zen...	G...	Opt...	M..	Co....	Sep...	4	F F...	Wo...	6.8	T & Rw.	Mech.	31	22-0	6-4
Straker Squire	30	4030	3360	172	64	S-40x3½	S-40x3½d	4	4-3.75x5.00	L...	Zen...	V...	Wat...	M..	Co....	Sep...	4	F F...	Wo...	7.2	Rw.....	Mech.	35	20-6	5-9
Straker Squire*	54	7720	5000	180	72	S-40x5½	S-40x5½d	4	4-4.50x6.50	O...	Zen...	V...	Wat...	M..	S P...	Eng...	4	F F...	Wo...	7.0	Rw.....	Mech.	35	24-6	7-2
Thornycroft	20	3800	1400	168	61	P-34x7	P-34x7	4	4-3.75x5.00	L...	Zen...	G...	Simms	M..	S P...	Eng...	4	½ F..	Wo...	6.2	Rw.....	Mech.	32	20-0	6-0
Thornycroft	24	6050	2000	172	64	S-36x4½	S-36x4½d	4	4-4.00x5.50	F...	Sol...	V...	Simms	M..	Co....	Sep...	4	F F...	Wo...	7.2	T & Rw.	Mech.	34	22-0	6-7
Thornycroft	28	5600	2240	192	64	S-36x4½	S-36x4½d	4	4-4.00x5.50	F...	Sol...	V...	Simms	M..	Co....	Sep...	4	F F...	Wo...	7.2	T & Rw.	Mech.	34	26-0	6-7
Thornycroft	30	7280	2600	198	67	S-28x5	S-34x5d	4	4-4.75x6.00	F...	Sol...	V...	Simms	M..	Co....	Sep...	4	F F...	Wo...	8.2	T & Rw.	Mech.	36	26-6	7-2
Thornycroft*	50	7840	5000	198	70	S-28x5	S-34x5d	4	4-4.75x6.00	F...	Sol...	G...	Simms	M..	Co ...	Sep...	4	F F...	Wo...	7.2	Rw.....	Mech.	35	26-6	7-2
Tilling Stevens	20	4480	2240	174	57	S-36x4	S-36x4d	4	4-3.75x4.92	L...	Zen...	G...	Opt...	M..	Co....	Sep...	4	F F...	Wo...	6.0	Rw.....	Mech.	32	21-0	6-0
Tilling Stevens	57	8510	5000	186	69	S-36x4¾	S-36x4¾d	4	4-4.75x5.50	L...	Zen...	G...	Opt...	M..	.....	G-E...	Var	F F...	Wo...	10.3	Rw.....	Mech.	35	24-0	7-2
Tilling Stevens*	64	9070	5000	193	69	S-36x4¾	S-36x4¾d	4	4-4.75x5.50	L...	Zen...	G...	Opt...	M..	.....	G-E...	Var	F F...	Wo...	10.3	Rw.....	Mech.	34	27-0	7-2
Vulcan	14	3800	1600	138	56	S-36x3½	S-36x3½d	4	4-3.54x5.11	L...	Zen...	G...	Opt...	M..	Co....	Sep...	4	F F...	Wo...	6.2	T & Rw.	Mech.	26	18-0	5-6
Vulcan	20	4030	2250	132	56	P-36x6	P-36x6d	4	4-3.74x5.11	L...	Zen...	G...	Opt...	M..	Co....	Sep...	4	F F...	Wo...	7.7	T & Rw.	Mech.	31	19-0	5-6
Vulcan	26	4050	3350	132	56	P-36x6	P-36x6d	4	4-3.93x5.11	L...	Zen...	G...	Opt...	M..	Co....	Sep...	4	F F...	Wo...	7.0	T & Rw.	Mech.	33	19-6	5-6
Vulcan	31	7390	4000	196	73	P-36x6	P-36x6d	4	6-3.75x5.50	L...	Zen...	V...	Opt...	M..	M D..	Sep...	4	F F...	DR...	6.8	Fw.....	Vac...	22	26-6	7-6
Watson	32	7060	4000	180	60	S-40x4¾	S-40x4¾d	4	4-4.52x5.51	L...	Zen...	G...	Opt...	M..	Co....	Sep...	4	F F...	DR...	7.9	Rw.....	Mech.	34	24-6	6-8
W. & G.	31	5040	3350	188	68	P-36x6	P-36x6d	4	6-3.75x5.00	L...	Zen...	V...	Bosch	M..	S P...	Eng...	4	F F...	Wo...	7.0	Rw†....	Mech.	24	23-0	6-10

ABBREVIATIONS:

Cla—Claudel.
Co—Cone.
d—Dual.
Dai—Daimler.
DR—Double Reduction.
Eng—Unit with Engine.
F—Valves in Head and Side.
FF—Full Floating.
½F—Semi-Floating.
Fw—Four Wheels.
G-E—Gas-Electric Type.
G—Gravity Feed.
IG—Internal Gear.
L—Valves on One Side.
M—Magneto.
MB—Magneto and Battery.
MD—Multiple Disk.
Mech—Mechanical.
O—Overhead Valves.
Opt—Optional.
P—Pneumatic.
Rw—Rear Wheels Only.
S—Solid.
SB—Spiral Bevel.
Sl—Sleeve Valve Type.
SP—Single Plate.
Sml—Smith.
Sep—Separate Unit.
Sol—Solex.
T—Valves Both Sides.
T&Fw—Transmission and Four Wheels.
T&Rw—Transmission and Rear Wheels.
V—Vacuum Feed.
Vac—Vacuum Operted (Brakes).
Var—Variable.
Wat—Watford.
Wo—Worm.
Zen—Zenith.
*—Driver Beside Engine.
†—Front Brakes Extra.
‡—Front Wheel Drive.

American Electric

MAKE AND MODEL	Tons Capacity	Weight with Battery (Lbs.)	CHASSIS PRICE		Wheel Base (Ins.)	TIRES, TYPE AND SIZE		MOTORS				CONTROLLER			DRIVE		
			With Battery	Without Battery		Front (Ins.)	Rear, (Ins.)	Location	Make	Number	Total Horse Power	Location	Lever Location	Number of Forward Speeds	First Reduction	Final Drive	Total Gear Reduction
Autocar	1	Var.	Var.	$2400	107	S-34x4	S-34x5	Under S.	G E.	1	4	Under S.	Left of S.	5	Bevel	Spur	10.6
Autocar	2	Var.	Var.	2800	120	S-34x5	S-34x6	Under S.	G E.	1	4½	Under S.	Left of S.	5	Bevel	Spur	10.6
Autocar	3	Var.	Var.	3200	131	S-34x5	S-36x8	Under S.	G E.	1	8	Under S.	Left of S.	5	Bevel	Spur	13.7
Autocar	4	Var.	Var.	4000	138	S-34x6	S-36x12	Under S.	G E.	1	9.	Under S.	Left of S.	5	Bevel	Spur	13.6
Autocar	5	Var.	Var.	4300	138	S-34x7	S-36x14	Under S.	G E.	1	9.	Under S.	Left of S.	5	Bevel	Spur	13.6
C-T Electric H-1	½	Var.	Var.		108	S-36x3½	S-36x4	Unit with R A.	G E.	2	3½	Steer C.	Below S W.	4	Spur	Spur	11.5
C-T Electric H1-5	¾	Var.	Var.		116	S-36x3½	S-36x4	Unit with R A.	G E.	2	3½	Steer C.	Below S W.	4	Spur	Spur	11.5
C-T Electric F1-5	¾	Var.	Var.		94	S-36x3½	S-36x4	Unit with R A.	G E.	2	3½	Steer C.	Below S W.	4	Spur	Spur	11.5
C-T Electric F2	1	Var.	Var.		96	S 36x3½	S-36x5	Unit with R A.	G E.	2	3½	Steer C.	Below S W.	4	Spur	Spur	11.5
C-T Electric H-2	1	Var.	Var.		124	S-36x3½	S-36x5	Unit with R A.	G E.	2	3½	Steer C.	Below S W.	4	Spur	Spur	11.5
C-T Electric F-4	2	Var.	Var.		116	S-36x4	S-36x4d	Unit with R A.	G E.	2	5	Steer C.	Below S W.	4	Spur	Spur	12.1
C-T Electric F-7	3½	Var.	Var.		136	S-36x5	S-36x5d	Unit with R A.	G E.	2	7	Steer C.	Below S W.	4	Spur	Spur	17.2
C-T Electric A-7	3½	Var.	Var.		122	S-36x6	S-36x4d	On F & R Axles	G E.	4	7	Steer C.	Below S W.	4	Spur	Spur	17.3
C-T Electric A-10	5	Var.	Var.		132	S-36x7	S-36x5d	On F & R Axles	G E.	4	7	Steer C.	Below S W.	4	Spur	Spur	20.1
C-T Electric F-10	5	Var.	Var.		152	S-36x6	S-36x6d	Unit with R A.	G E.	2	7	Steer C.	Below S W.	4	Spur	Spur	20.5
Detroit	1¾	4354	2100	1870	70	P-30x5	P-30x5	On Frames	Roth.	1	3	Under F.	Back of S W.	3	None	Bevel	5.00
Electruck 48	1	Var.	Var.	2000	112	S-34x4	S-34x5	Sep Unit.	G E.	2		Under F.		4	Chain	Chain	6.0
Electruck 39	2	Var.	Var.	2500	122	S-34x4	S-34x6	Sep Unit.	G E.	2		Under F.		4	Chain	Chain	.....
Electruck 27	7½	Var.	Var.	6000	168	S-36x7	S-40x14	Sep Unit.	G E.	2		Under F.		5	Chain	Chain	.....
Lansden	¾			1000	108	P-29x4½	P-29x4½		G E.	1	2½	In Dash	Below S W.	4	None	Bevel	6.37
Lansden	1½			2000	124	S-36x3½	S-36x5		G E.	1	3	In Dash	Below S W.	4	None	Bevel	6.37
Lansden	2½			2500	133	S-36x4	S-36x4d		G E.	1	4½	In Dash	Below S W.	5	Bevel	Spur	9.75
Lansden	3½	8150	Var.	3000	133	C-36x5	C-36x5d	Unit with J S.	G E.	1	6	In Dash	Below S W.	5	Bevel	R-Cha	13.0
Lansden	5½	10500	Var.	3500	146	C-36x6	C-36x6d	Unit with J S.	G E.	1	7½	In Dash	Below S W.	5	Bevel	R-Cha	14.0
Milburn 43	½-¾	3370	Var.	1585	115	P-32x4-	P-32x4½	Unit with R A.	G E.	1	4½	Under F.	Right of S.	4	None	Worm	10.3
Milburn 40	1¼	3910	Var.	1985	128	P-32x4½	P-33x5	Unit with R A.	G E.	1	4½	Under F.	Right of S.	4	None	Worm	14.1
O. B. B	2	Var.	Var.	2650	107	S-36x4	S-36x3½d	Unit with J S.	G E.	1	.....	Under S.	Left of S.	Var.	S-Cha	S-Cha	.....
O. B. C	3½	Var.	Var.	3750	135	S-36x5	S-36x4d	Unit with J S.	G E.	1	.....	Under S.	Left of S.	Var.	S-Cha	R-Cha	.....
O. B. D	5	Var.	Var.	3950	143	S-36x6	S-36x5d	Unit with J S.	G E.	1	.....	Under S.	Left of S.	Var.	S-Cha	S-Cha	.....
Steinmetz 15	¾	3800	2255	1850	114	P-33x5	P-33x5	Unit with R A.	Own	1	3	Back S	Left of S.	4	Bevel	Spur	13.4
Walker 18	¾	Var.	Var.		94	S-34x3½	S-36x4	Unit with R A.	West.	1	.....	Under S.	Left of S.	5	None	Spur	14.8
Walker 24	1	Var.	Var.		101	S-34x4	S-36x5	Unit with R A.	West.	1	.....	Under S.	Left of S.	5	None	Spur	14.8
Walker 42	2	Var.	Var.		114	S-36x4	S-36x6	Unit with R A.	West.	1	.....	Under S.	Left of S.	5	None	Spur	14.6
Walker 60	3½	Var.	Var.		131	S-36x5	S-40x5d	Unit with R A.	G E.	1	.....	Under S.	Left of S.	5	None	Spur	13.8
Walker 70	5	Var.	Var.		141	S-36x6	S-40x6d	Unit with R A.	G E.	1	.....	Under S.	Left of S.	5	None	Spur	13.8
Walter HD	1	4000	2650	2200	98	S-32x3½	S-32x4	Sep Unit	Diehl	1	4½	Under S.	Left of S.	5	None	Bevel	7.0
Walter EN	2	6700	3975	3100	114	S-36x4	S-36x7	Unit with J S.	G E.	1	5½	Under S.	Right of S.	5	Bevel	Spur	10.0
Walter	5	10100	5700	4500	150	S-36x6	S-40x6D	Unit with J S.	G E.	1	7	Under S.	Right of S.	5	Bevel	Spur	14.0
Ward A211	½	Var.	Var.		88	S†-32x3	S†-32x3½	Unit with D S.	G E**.	1	3	Under F.	Left of S W.	4	None	Worm	14.6
Ward B222	¾	Var.	Var.		91	S-32x3½	S-32x4	Unit with D S.	G E**.	1	4	Under F.	Left of S W.	4	None	Worm	14.6
Ward C211	1½	Var.	Var.		96	S-32x3½	S-34x5	Unit with D S.	G E**.	1	4.2	Under F.	Left of S W.	4	None	Worm	14.6
Ward E211	2½	Var.	Var.		108	S-34x4	S-36x6	Unit with D S.	G E**.	1	5	Under F.	Left of S W.	4	None	Worm	14.6
Ward G211	3½	Var.	Var.		120	S-36x5	S-36x8	Unit with D S.	G E**.	1	6	Under F.	Left of S W.	4	None	Worm	17.6
Ward J211	5	Var.	Var.		136	S-36x6	S-36x10	Unit with D S.	G E**.	1	8	Under F.	Left of S W.	5	None	Worm	13.0
Ward M211	7	Var.	Var.		152	S-36x7	S-36x7d	Unit with D S.	G E**.	1	10	Under F.	Left of S W.	5	None	Worm	13.0

ABBREVIATIONS:
******—And Westinghouse.
†—Pneumatics optional.
Back S—Back of Seat.
Below S W—Below Steering Wheel.
C—Cushion.
D—Dual.
½ Ell—½ Elliptic.
½ F—Semi-Floating.
Flo—Full Floating.
G. E.—General Electric.
Left of S—Left of Seat
Left of S W—Left of Steering Wheel.
On F & R Axles—On Front and Rear Axles.
Opt—Optional.
P—Pneumatic.
Plat—Platform.
R Cha—Roller Chain.
Rad Rods—Radius Rods.
Rad & Spr—Radius Rods and Springs.
Right of S—Right of Seat
S—Solid.
S Cha—Silent Chain.

American Gasoline Rail

MAKE AND MODEL	GENERAL CHARACTERISTICS							ENGINE						ELECTRICAL SYSTEM						TRANSMISSION					
		Weights		Passenger Capacity	Overall		Total Number of Wheels			Horsepower				Ignition				Battery		Clutch		Gearset			Sanders Type
	Type of Car	Total Weight of Car (Lbs.)	Weight on Driving Wheels (Lbs.)		Length, Ft.-Ins.	Width, Ft.-Ins.		Make	Number of Cylinders Bore and Stroke (Ins.)	Rated (N.A.C.C.)	Brake	R.P.M. at Normal Track Speed	Location	Make	Current Source	Generator Make	Starter Make	Make	Voltage and Amp. Hrs. Capacity	Make	Type	Make	Number of Forward and Reverse Speeds	Location	
Brill 55	Spe.	29000	18000	55	43-0	8-4	8	Midw.	4-4¾x6	36.10	68	1500	Fin B.	Eise.	M	L-N.	L-N.	Exi.	12-180	B-L.	MDD.	B-L.	6-3	Eng.	Gra.
Brill 65	Spe.	34000	20000	Var	44-6	8-4	8	Ster.	6-4¼x6	52.7	120	1400	Fin B.	Scin.	M	L-N.	L-N.	Exi.	12-240	Own.	MDD.	Own.	5-5	Tru.	Air.
Brill 75	Spe.	53000	30000	Var	56-0	9-6	8	Wint.	6-6 x7	86.4	200	1300	Fin B.	Scin.	M	L-N.	L-N.	Exi.	12-340	Own.	MDD.	Own.	5-5	Tru.	Air.
Brill Gas Elec.	Spe.	78000	40000	Var	60-0	9-6	8	Ster.	6-3¾x6¾	33.7	180	1200	Fin B.	N-E.	M	G-E.	N-E.	Exi.	Spe.	Ele.	Ele.	Ele.	Var.	Tru.	Air.
Brill-Westingh 250	Spe.	95000	57000	53	60-0	9-8½	8	Own.	6-7¼x8	126	250	1100	Fin B.	Scin.	M	L-N.	L-N.	Exi.	32-215	Ele.	Ele.	Ele.	Var.	Tru.	Pre.
Edwards 45	Spe.	50000	35000	65	55-0	9-6	8	Buda.	6-4½x6	48.6	100	1600	Don T.	.....	M	L-N.	L-N.	Exi.	32-	Det.	MDD.	Cot.	4-4	.....	Pre.
Edwards ✱	Spe.	39000	28000	41	43-0	9-6	8	Buda.	4-5 x6½	40.00	60	1200	Don T.	Eise.	M	L-N.	L-N.	Exi.	12-80	Cot.	MDD.	Cot.	4-4	Eng.	Pre.
Electro-Motive SE	Spe.	70000	.....	54	59-7	9-9	8	Wint.	6-7 x8	117.6	200	1000	Don T.	Opt.	M	G-E.	G-E.	Opt.	32-150	Ele.	Ele.	Ele.	Var.	Tru.	Air.
Electro-Motive DE	Spe.	72000	.....	54	59-7	9-5	8	Wint.	6-7 x8	117.6	200	1000	Don T.	Opt.	M	G-E.	G-E.	Opt.	32-150	Ele.	Ele.	Ele.	Var.	Tru.	Air.
Mack ACP	Spe.	60000	38000	64	55-0	9-9	8	Own.	4-5 x6	80.00	150	1250	Don T.	N-E.	B	N-E.	N-E.	Exi.	32-180	Own.	S P	Own.	4-4	Se U.	Pre.
Mack ACX	CAT.	22000	9000	35	35-0	9-9	8	Own.	4-5 x6	40.00	50	1250	Fou B.	Spli.	M	N-E.	N-E.	Exi.	12-160	Own.	S P	Own.	4-4	Se U.	Pre.
Mack AB	CAT.	12270	7000	30	28-8	8-6	6	Own.	4-4¼x5	28.90	30	1425	Fou B.	Spli.	M	N-E.	N-E.	Exi.	12-160	Own.	MDD.	Own.	4-4	Eng.	Gra.
Meister 30	Spe.	16000	12000	30	30-0	7-0	6	Midw.	4-4¾x6	36.10	50	1000	Rin B.	Bosch	M	L-N.	L-N.	KCB.	12-120	B-L.	MDD.	B-L.	4-4	Eng.	Pre.
Meister 50	Spe.	24300	17500	50	40-0	10-6	8	Wisc.	6-5¾x7	79.35	120	1000	Rin B.	Bosch	M	L-N.	L-N.	Wil.	12-120	Det.	MDD.	Own.	4-4	Axle	Pre.
Sykes Pioneer	Spe.	60000	30000	64	64-11	9-6	8	Ster.	6-5¾x6¾	79.3	245	1500	Fou B.	N-E.	B	S-C.	N-E.	Exi.	32-225	He S.	MDO.	Cot.	6-2	Se U.	Pre.

ABBREVIATIONS:
A&E—Air and Electric.
A&M—Air and Manual.
Auto—Automobile Type.
Axle—Unit with Axle.
B—Battery
B-L—Brown-Lipe.
C—Coil.
CAT—Converted Auto Truck.
C-FE—Elliptic, Coil.
C-Te—Coil, Transverse Elliptic.
Cha—Chain.
Cot—Cotta.
C-S—Coil and Semi-Elliptic.
DE—Double End.
Det—Detlaff.
DonT—Directly on Trucks.
DR—Double Reduction.
Ele—Electric.
Eise—Eisemann.
Eng—Unit with Engine.
Exi—Exide.
F—Front.
FE—Full Elliptic.
FinB—Front Inside Body.
FouB—Front Outside Body.
F&R—Front and Rear.
G-E—General Electric.
Gra—Gravity.
Heli—Helical Gear.

Truck Specifications

DRIVE			Steering Wheel Location	Distance from Ground to Top of Frame at Dash (Ins.)	TYPE SPRINGS		PERFORMANCE				BATTERY								MAKE AND MODEL
Type of Axle or Jackshaft	Propulsion Taken By	Torque Taken By			Front	Rear	Miles per Charge		Speed in M.P.H.		Location	Make	Model	Price	Voltage	Ampere Hour Capacity	Number of Plates	Number of Cells	Number of Trays	
							Loaded	Light	Loaded	Light										
Flo	Springs	Springs	Left	31	½ Ell	Plat	Var	Var	Var	Var	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	Autocar
Flo	Springs	Springs	Left	31	½ Ell	Plat	Var	Var	Var	Var	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	Autocar
Flo	Springs	Springs	Left	34	½ Ell	½ Ell	Var	Var	Var	Var	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	Autocar
Flo	Springs	Springs	Left	34	½ Ell	½ Ell	Var	Var	Var	Var	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	Autocar
Flo	Springs	Springs	Left	34	½ Ell	½ Ell	Var	Var	Var	Var	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	Autocar
Flo	Rad & Spr	Rad & Spr	Left	33¼	½ Ell	½ Ell	50	Var	13	14	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	C-T Electric H1
Flo	Rad & Spr	Rad & Spr	Left	33	½ Ell	½ Ell	55	Var	13	14	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	C-T Electric H1-5
Flo	Rad & Spr	Rad & Spr	Left	32¾	½ Ell	½ Ell	55	Var	13	14	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	C-T Electric F1-5
Flo	Rad & Spr	Rad & Spr	Left	32½	½ Ell	½ Ell	50	Var	12	14	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	C-T Electric F2
Flo	Rad & Spr	Rad & Spr	Left	33	½ Ell	½ Ell	50	Var	12	14	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	C-T Electric H-2
Flo	Rad & Spr	Rad & Spr	Left	35¼	½ Ell	½ Ell	50	Var	10	12	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	C-T Electric F-4
Flo	Rad & Spr	Rad & Spr	Left	36½	½ Ell	½ Ell	45	Var	9	11	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	C-T Electric F-7
Dead	Rad & Spr	Rad & Spr	Left	38⅛	½ Ell	½ Ell	45	Var	9	11	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	C-T Electric A-7
Dead	Rad & Spr	Rad & Spr	Left	38⅝	½ Ell	½ Ell	45	Var	8	10	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	C-T Electric A-10
Flo	Rad & Spr	Rad & Spr	Left		½ Ell	½ Ell	45	Var	8	10	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	C-T Electric F-10
¼ Flo	Springs	Springs	Opt		½ Ell	½ Ell	40	60	15	17	U. F. F. & R	Phileo	PX	395	84	127	11	42	6	Detroit
Dead	Springs	Springs	Left				50	105	18		Under FA	Opt	Var	Var	Var	Var	Var	42	Var	Electruck 48
Dead	Springs	Springs	Left				50		18		Under FA	Opt	Var	Var	Var	Var	Var	42	Var	Electruck 39
Dead	Springs	Springs	Left				50	105	18		Under FA	Opt	Var	Var	Var	Var	Var	Var	Var	Electruck 27
¼ Flo	Springs	Springs	Left	28	½ Ell	½ Ell	50	Var	15	Var	Under S	Opt	Var	Var	Var	Var	Var	Var	Var	Lansden
¼ Flo	Springs	Springs	Left	34	½ Ell	½ Ell	50	Var	15	Var	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	Lansden
¾ Flo	Springs	Springs	Left	36	½ Ell	½ Ell	45	Var	14	Var	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	Lansden
Flo	Rad Rods	None	Left	39	½ Ell	½ Ell	45	Var	12	Var	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	Lansden
Flo	Rad Rods	None	Left	39	½ Ell	½ Ell	40	Var	10	Var	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	Lansden
Flo	Springs	Springs	Left		½ Ell	½ Ell	55	80	17	19	U H & U S	Opt	Var	Var	84	Var	Var	42	2	Milburn 43
Flo	Springs	Springs	Left		½ Ell	½ Ell	50	65	15	17	U H & U S	Opt	Var	Var	84	Var	Var	42	2	Milburn 40
Dead	Rad Rods	Tor Arm	Left		½ Ell	½ Ell	48	52	13	15	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	O. B B
Dead	Rad Rods	Tor Arm	Left		½ Ell	½ Ell	48	52	10	11	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	O. B C
Dead	Rad Rods	Tor Arm	Left		½ Ell	½ Ell	42	45	10	11	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	O. B D
½ F	Springs	Tor Arm	Left	34	½ Ell	½ Ell	60	70	16½	17½	U H & U S	Exide	Var	Var	Var	Var	Var	Var	Var	Steinmetz 15
Flo	Springs	Springs	Left	31	½ Ell	½ Ell	Var	Var	Var	Var	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	Walker 18
Flo	Springs	Springs	Left	34	½ Ell	½ Ell	Var	Var	Var	Var	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	Walker 24
Flo	Springs	Springs	Left	35	½ Ell	½ Ell	Var	Var	Var	Var	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	Walker 42
Flo	Springs	Springs	Left	40	½ Ell	½ Ell	Var	Var	Var	Var	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	Walker 60
Flo	Springs	Springs	Left	40	½ Ell	½ Ell	Var	Var	Var	Var	Under F A	Opt	Var	Var	Var	Var	Var	Var	Var	Walker 70
½ F	Springs	Springs	Left	26	½ Ell	½ Ell	50	60	14	15	Under F A	Phileo	WNT	661	85	180	13	42	2	Walter HD
Flo	Springs	Springs	Left	36	½ Ell	½ Ell	40	60	11	12	Under F A	Exide	MB1	1232	85	270	17	42	8	Walter EN
Flo	Springs	Springs	Left	41	½ Ell	½ Ell	40	50	10	11	Under F A	Exide	MU1	1655	85	375	23	42	12	Walter
½	Springs	Springs	Left	29	½ Ell	½ Ell	Var	Var	Var	Var	Under S	Opt	Var	Var	Var	Var	Var	Var	Var	Ward A211
½ F	Springs	Springs	Left	30	½ Ell	½ Ell	Var	Var	Var	Var	Under S	Opt	Var	Var	Var	Var	Var	Var	Var	Ward B222
½ F	Springs	Springs	Left	31	½ Ell	½ Ell	Var	Var	Var	Var	Under S	Opt	Var	Var	Var	Var	Var	Var	Var	Ward C211
½ F	Springs	Springs	Left	32	½ Ell	½ Ell	Var	Var	Var	Var	Under S	Opt	Var	Var	Var	Var	Var	Var	Var	Ward E211
½ F	Springs	Springs	Left	33	½ Ell	½ Ell	Var	Var	Var	Var	Under S	Opt	Var	Var	Var	Var	Var	Var	Var	Ward G211
½ F	Springs	Springs	Left	34½	½ Ell	½ Ell	Var	Var	Var	Var	Under S	Opt	Var	Var	Var	Var	Var	Var	Var	Ward J211
½ F	Springs	Springs	Left	36	½ Ell	½ Ell	Var	Var	Var	Var	Under S	Opt	Var	Var	Var	Var	Var	Var	Var	Ward M211

Sep Unit—Separate Unit.
Steer C—Steering Column.
Tor Arm—Torque Arm.
U H & U S—Under hood and under seat.
Under F—Under floor board.
Under F A—Under frame amidships.
U F F & R—Under Frame in Front and Rear.
Under S—Under Seat.
Unit with D S—Unit with Drive Shaft.
Unit with J S—Unit with Jackshaft.
Unit with R A—Unit with Rear Axle.
Var—Varies according to make and capacity of battery employed.
West—Westinghouse.

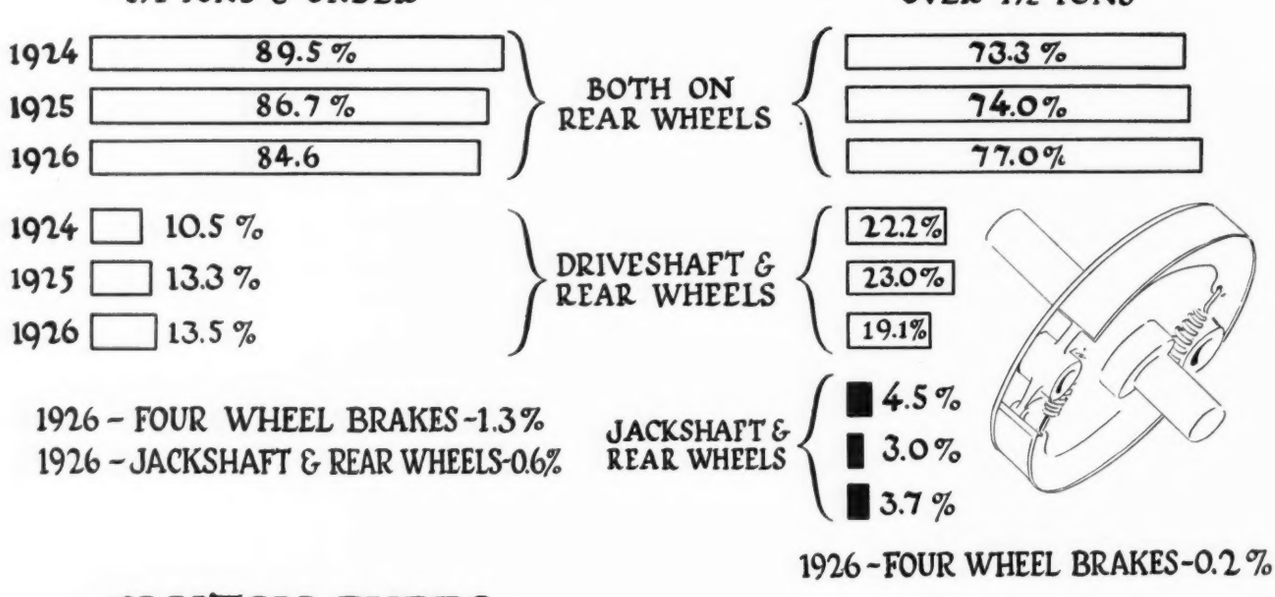
Car Specifications

DRIVING TRUCK					PONY TRUCK		BRAKES				CONTROL					SPRINGS		BODY DIMENSIONS					MAKE AND MODEL
	Wheels						Service		Emergency			Transmission						Overall		Length			
Location	Total Number	Number Driving	Axle Bearing Type	Final Drive	Number of Wheels	Axle Bearings, Type	Type	Application	Type	Application	Car Control	Throttle	Clutch	Gearshift	Reverse	Front Type	Rear Type	Inside Length Ft.-Ins	Inside Width Ft.-Ins	Baggage Compt., Ft.-Ins	Passenger Compt., Ft.-Ins	Smoking Compt., Ft.-Ins	
F	4	4	Roller	S B	4	Roller	Rail	Air	Rail	Air	S E	Man	Man	Man	Man	L-½E	L-½E	42-0	8-0	Var	Var	Var	Brill 55
F	4	4	Roller	S B	4	Roller	Rail	Air	Rail	Air	S E	Man	Man	Man	Man	L-½E	L-½E	43-6	8-0	Var	Var	Var	Brill 65
F	4	4	Roller	S B	4	Roller	Rail	Air	Rail	Air	S E	Man	Man	Man	Man	L-½E	L-½E	55-0	9-2	Var	Var	Var	Brill 75
F	8	4	Roller	Sp	4	Roller	Rail	Air	Rail	Air	D E	Man	None	None	Ele	L-½E	L-½E	60-0	9-2	Var	Var	Var	Brill Gas Elec
F	4	4	Plain	Heli	4	Plain	Rail	A&M	Rail	A&M	Opt	Man	None	None	Ele	C-Te	C-Te	55-0	9-1	9-5	34-0	None	Brill-Westingh250
F&R	4	4	Roller	Cha	4	Roller	Rail	Air	Rail	Air	D E	Man	Man	Man	Man	-FE	-FE	55-0	9-6	15-0	32-1	7-6	Edwards 45
F&R	4	4	Roller	Cha	4	Roller	Rail	Air	Rail	Air	S E	Man	Man	Man	Man	L-FE	L-FE	42-7	19-1	17-9	22-7	None	Edwards
F	4	2	Roller	Sp	4	Plain	Rail	Air	Rail	Air	S E	Man	None	None	Ele	C-S	C-S	42-11	9-6	10-10	32-1	None	Electro Motive SE
F	4	2	Roller	Sp	4	Plain	Rail	Air	Rail	Air	D E	Man	None	None	Ele	C-S	C-S	42-11	9-6	10-10	32-1	None	Electro MotiveDE
F&R	4	2	Opt	D R	0	None	Rail	Air	Rail	Man	D E	A&E	A&E	A&E	A&E	C-S	C-S	53-6	9-3	Var	Var	Var	Mack ACP
R	4	2	Roller	D R	4	Roller	Rail	Air	Rail	Man	S E	Man	Man	Man	Man	L-½E	L-½E	27-6	9-3	6-0	21-4	None	Mack ACX
R	2	2	Roller	D R	4	Roller	Auto	Man	Auto	Man	S E	Man	Man	Man	Man	L-½E	L-½E	21-9	7-3	Var	Var	Var	Mack AB
R	2	2	Ball	S B	4	Ball	Rail	Man	Rail	Man	S E	Man	Man	Man	Man	Rub	C-S	30-0	6-6	6-6	19-0	6-6	Meister 30
R	4	2	Ball	S B	4	Ball	Rail	Air	Rail	Man	S E	Man	Man	Man	Man	Rub	C	39-6	10-0	10-0	30-0	None	Meister 50
F&R	8	4	Roller	StB	0	Roller	Rail	Air	Rail	Air	S E	Man	A&M	Man	Man	C-FE	C-FE	57-6	9-2	None	31-3	22-2	Sykes Pioneer

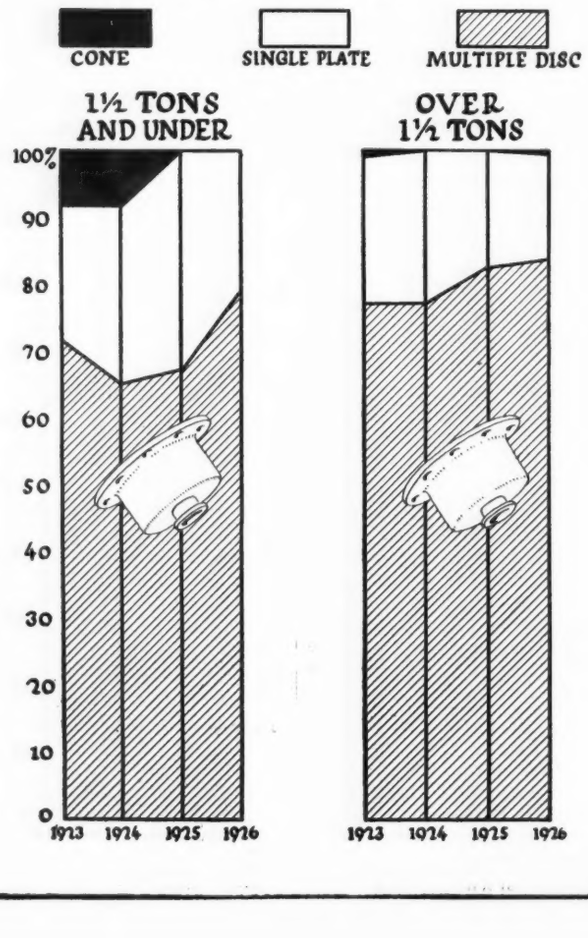
HeS—Hele Shaw.
L-FE—Longitudinal Elliptic.
L-½E—Longitudinal Semi-Elliptic.
L-N—Leece-Neville.
M—Magneto.
Man—Manual.
MDD—Multiple Dry Disk.
MDO—Multiple Disk in Oil.
Midw—Midwest.
N-E—Northeast.
Opt—Optional.
Pre—Pressure.
R—Rear.
Rail—Railroad Type.
RinB—Rear Inside Body.
Rub—Rubber.
SB—Spiral Bevel.
Scin—Scintilla.
SE—Single End.
SeU—Separate Unit.
SP—Single Plate.
Sp—Spur.
Spe—Special Railroad Design.
Spli—Spiltdorf.
Ster—Sterling.
StB—Straight Bevel.
Tru—Trucks.
Var—Varies.
Wil—Willard.
Wint—Winton
Wisc—Wisconsin.

Trends in American Truck Design

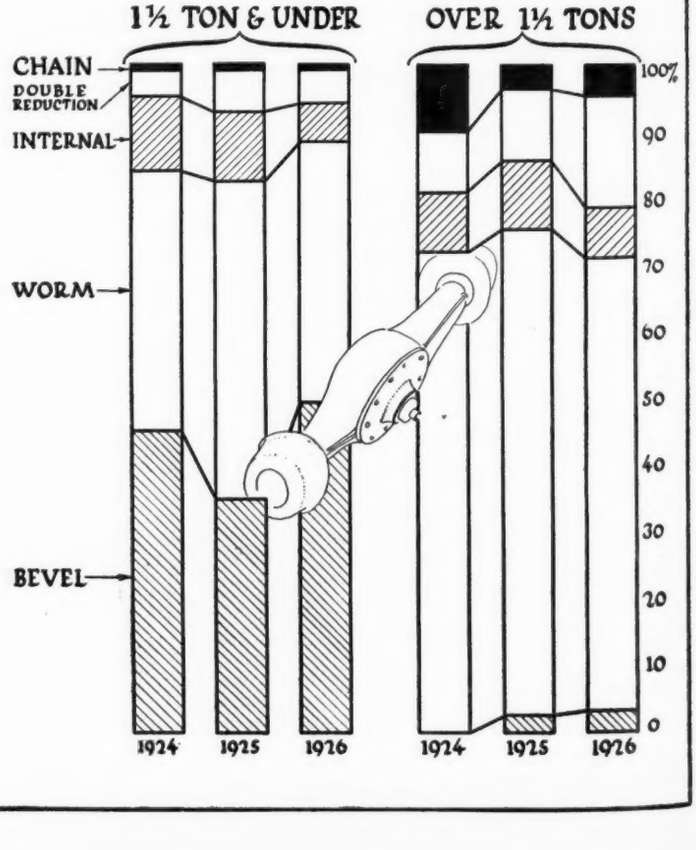
BRAKE LOCATION ON TRUCKS



CLUTCH TYPES
USED ON TRUCKS



FINAL DRIVE
FOR TRUCKS



American Gasoline Truck Chassis Specifications

MAKE AND MODEL	GENERAL			TIRES		ENGINE					ELECTRICAL SYSTEM		TRANSMISSION				REAR AXLE				MISCELLANEOUS			
									Fuel System				Clutch		Gearset									
	Tons Capacity	Chassis Price $	Standard Wheelbase (In.)	Front, Size and Type (In.)	Rear, Size and Type (In.)	Make and Model	No. Cylinders, Bore and Stroke (In.)	Governor Make	Carbureter Make	Fuel Feed	Ignition System Make	Generator and Starter Make	Make	Type	Make and Model	Universals Make	Make and Model	Final Drive	Type	Brakes	Front Axle Make	Steering Gear Make	Wheels Make	Chassis Weight (Lbs.)
§Ace....56	2½	3350	156°	S-36x4	P-36x8	Buda EBU	4-4¼x5½	28.9	Zen..	V..	Eis..	Wes...	B-L..	D..	B-L50....	U-M..	Tim 6566..	W.	F F..	..	Tim 1544B	Ross.	Day..	5650
Acme Flyer.....	1	....	130	P-30x5	P-30x5	Con S4	4-4¼x4½	28.9	Zen..	V..	ABos	ABos..	B-L...	D..	B-L31....	Blo...	Col 53000..	S..	¾ F	A..	Col 5000S.	Ross.	Smi..	3125
§Acme....20L	1½	....	136	P-34x5	P-34x5d*	Con 8R	6-3⅝x4½	27.3	Zen..	V..	ABos	ABos*	B-L..	P..	B-L.....	Blo...	Tim 6258..	W.	½ F	A..	Tim 1452..	Ross.	Bim..	3565
Acme....41	2	....	150	S-34x4	P-34x8d*	Con S4	4-4¼x4½	28.9	Zen..	V..	ABos	.....	B-L..	D..	B-L.....	Blo...	Tim 6462..	W.	½ F	A..	Tim 1520..	Ross.	Bim..	4650
§Acme....60L	3	....	156	P*-36x4	P-36x10d*	Con L4	4-4½x5½	32.4	Zen..	V..	ABos	ABos..	B & B.	P..	Cot R....	Blo...	Tim 65660.	W.	F F.	A..	Tim 1544..	Ross.	Int..	5050
Acme....90L	5	....	177	P*-36x5	P-40x12d*	Con B-7	4-5x6	40.0	Ray..	V..	ABos	ABos..	B & B.	P..	Cot S....	Blo...	Tim 6666..	W.	F F.	A..	Tim 1630B	Ross.	Bim..	8160
Acme....125	6¼	....	180	S-36x6	S-40x14	Con B-7	4-5x6	40.1	Ray..	V..	ABos	ABos..	B & B.	P..	Cot T....	Blo...	Tim 6760..	W.	F F.	A..	Tim 1730B	Ross.	Smi..	8970
Acme....60L-TT	.....	....	119½	S-36x4	S-36x10	Con L4	4-4½x5½	32.4	Zen..	V..	ABos	ABos..	B & B.	P..	Cot RU...	Blo...	Tim 65660.	W.	F F.	A..	Tim 1544..	Ross.	Int...	5050
Acme....90L-TT	.....	....	129	S-36x5	S-40x12	Con B7	4-5x6	40.1	Ray..	V..	ABos	ABos..	B & B.	P..	Cot SU...	Blo...	Tim 6666..	W.	F F.	A..	Tim 1630B	Ross.	Bim..	8160
Acme....125TT	.....	....	129	S-36x6	S-40x14	Con B7	4-5x6	40.1	Ray..	V..	ABos	ABos..	B & B.	P..	Cot SU...	Blo...	Tim 6760..	W.	F F.	A..	Tim 1730B	Ross.	Smi..	8970
Acorn....50	2½	3250	156	P*-36x4	P*-36x8	Buda ETU	4-4¼x5½	28.9	Zen..	G..	RBos	None..	B-L..	D..	B-L 51....	Spi...	Tim 6566..	W.	F F.	A..	Tim 1542..	Ross.	Pru..	5500
Acorn....70	4	4250	166	S-36x5	S-40x10	BudaYBUI	4-4½x6	32.4	Zen..	G..	RBos	.....	B-L..	D..	B-L 60....	Spi...	Tim 6666..	W.	F F.	A..	Tim 1632B	Ross.	Int..	7400
American La France..W	2½	3950	Opt..	S-36x4	P-36x7d*	Own 2R	4-4¼x6	28.9	Zen..	V..	Spl..	RBos*	Own..	D..	Own 2R...	Own..	Own 2R...	R..	F F.	B..	Own 2R...	.....	Day..	6600
American La France...Y	3½	4950	Opt..	S-36x5	S-36x5d	Own 3R	4-4¼x6	28.9	Zen..	V..	Spl..	RBos*	Own..	D..	Own 3R...	Own..	Own 3R...	W.	F F.	B.	Own 3R...	.....	Day..	8600
American La France...V	5–6	5500	Opt..	S-36x6	S-40x6d	Own 5R	4-4¾x6	36.1	Zen..	V..	Spl..	RBos*	Own..	D..	Own 5R...	Own..	Own 5R...	W.	F F.	B.	Own 5R...	.....	Day..	9600
American La France...U	7	6000	Opt..	S-36x7	S-40x7d	Own 5R	4-4¾x6	36.1	Zen..	V..	Spl..	RBos*	Own..	D..	Own 5R...	Own..	Own 5R...	W.	F F.	B.	Own 5R...	.....	Day..	9800
American La France..TT	5	3950	143⅞	S-36x4	S-36x7	Own 2R	4-4¼x6	28 9	Zen..	V..	Spl..	RBos*	Own..	D..	Own 2R...	Own..	Own 2R...	R..	F F.	B.	Own 2R...	.....	Day..	6400
American La France..TT	7	4950	146⅞	S-36x5	S-36x10	Own 3R	4-4¼x6	28.9	Zen..	V..	Spl..	RBos*	Own..	D..	Own 3R...	Own..	Own 3R...	W.	F F.	B.	Own 3R...	.....	Day..	8400
American La France..TT	10	5500	146½	S-36x6	S-40x8d	Own 5R	4-4¾x6	36.1	Zen..	V..	Spl..	RBos*	Own..	D..	Own 5R...	Own..	Own 5R...	W.	F F.	B.	Own 5R...	.....	Day..	9400
American La France..TT	13	5750	146½	S-36x6	S-40x6d	Own 5R	4-4¾x6	36.1	Zen..	V..	Spl..	RBos*	Own..	D..	Own 5R...	Own..	Own 5R...	W.	F F.	B.	Own 5R...	.....	Day..	9500
American La France..TT	15	6000	146½	S-36x7	S-40x7d	Own 5R	4-4¾x6	36.1	Zen..	V..	Spl..	RBos*	Own..	D..	Own 5R...	Own..	Own 5R...	W.	F F.	B.	Own 5R...	.....	Day..	9700
§Armleder....30	1½	....	148°	P*-34x4	P*-34x6	Her OX	4-4x5	25.6	Zen..	V..	ABos	ABos*	B-L..	D..	B-L.....	Spi...	Tim.....	W.	½ F	A..	Tim.....	Ross.	StM..	4400
Armleder....30B	1½	....	148	S-34x4	S-34x6	BudaKBUI	4-4x5¼	25.6	Zen..	V..	ABos	ABos..	B-L..	D..	B-L.....	Spi...	Tim.....	W.	½ F	A..	Tim.....	Ross.	StM..	4400
§Armleder....50	2½	....	152°	S-36x4	P-36x4d*	BudaEBUI	4-4¼x5½	28.9	Zen..	V..	ABos	ABos*	B-L..	D..	B-L.....	Spi...	Tim.....	W	F F.	A..	Tim.....	Ross.	StM.	5300
Armleder....55	2½	....	152	S-36x4	S-36x8	Con K4	4-4⅛x5¼	27.2	Zen..	V..	ABos	ABos..	B-L..	D..	B-L.....	Spi...	Tim.....	W	F F.	A..	Tim.....	Ross.	StM.	5300
Armleder....60	3	....	152	S-36x5	S-36x10	BudaEBUI	4-4¼x5½	28.9	Zen..	V..	ABos	ABos*	B-L..	D..	B-L.....	Spi...	Tim.....	W.	F F.	A..	Tim.....	Ross.	Smi..	5800
Armleder....70	4	....	156°	S-36x6	S-36x6d	BudaYBUI	4-4½x6	32.4	Zen..	V..	ABos	ABos..	B-L..	D..	B-L.....	Spi...	Tim.....	W.	F F.	B.	Tim.....	Ross.	Smi..	7500
Armleder....30TT	.....	....	115	P*-34x4	P*-34x6	Her OX	4-4x5	25.6	Zen..	V..	ABos	ABos..	B-L..	D..	B-L.....	Spi...	Tim.....	W.	½ F	A..	Tim.....	Ross.	StM.	4100
Armleder....50TT	.....	....	116	S-36x4	S-36x8	BudaEBUI	4-4¼x5½	28.9	Zen..	V..	ABos	ABos*	B-L..	D..	B-L.....	Spi...	Tim.....	W	F F.	A..	Tim.....	Ross.	StM.	5100
Atterbury....24R	1½	2450	150°	P*-34x4	S-34x6	Buda KTU	4-4x5¼	25.6	Zen..	V..	ABos	ABos..	B-L..	D..	B-L 31...	Spi...	Tim 6462..	W.	¾ F	A..	Tim 1460..	Gem.	Arc..	4750
Atterbury....22C	2½	3575	156°	P*-36x4	S-36x4d	Con K4	4-4½x5½	27.2	Zen..	V..	ABos	ABos..	B-L..	D..	B-L 51...	Spi...	Tim 6560..	W.	F F.	A..	Tim 1544B	Gem.	Arc..	5670
Atterbury....22D	3½	4550	174°	S-36x5	S-40x6d	Con L4	4-4½x5½	32.4	Zen..	V..	ABos	ABos..	B-L..	D..	B-L 55...	Spi...	Tim 6666..	W.	F F.	A..	Tim 1632B	Gem.	Arc..	7500
Atterbury....24E	5	5500	174°	S-34x6	S-40x7d	Con B-7	4-5x6	40.0	Zen..	V..	ABos	ABos..	B-L..	D..	B-L60 Max	Spi...	Tim 6760..	W.	F F.	A..	Tim 1732B	Gem.	Std..	9500
§Autocar....G	1	....	120	P*-34x4	P*-34x6	Own 2	2-4¾x4½	18.1	Str...	G..	RBos	.....	Own..	P..	Own F....	Spi...	Own F....	R..	F F.	A..	Own F....	Ross.	Hoo..	3900
§Autocar....F	1–2	....	97	P*-34x4	P*-34x6	Own 2	2-4¾x4½	18.1	Str...	G..	RBos	.....	Own..	P..	Own F....	Spi...	Own F....	R..	F F.	A..	Own F....	Ross.	Hoo..	3800
Autocar....FH	2	....	114	P*-34x5	S-34x7	Own H	4-4x5½	25.6	Str..	G..	RBos	L-N‡..	.....		Own Y....	Spi...	Own H....	R..	F F.	A..	Own FH...	Ross.	Hoo..	5100
Autocar....GK	2	....	138	P*-34x5	P*-34x7	Own H	4-4x5½	25.6	Str...	G..	RBos	L-N‡..	.....		Own Y....	Spi...	Own H....	R..	F F.	A..	Own FH...	Ross.	Hoo..	5200
Autocar....H	2½–3	....	114	S-34x6	S-36x10	Own H	4-4x5½	25.6	Str...	G..	RBos	L-N*.	Own..	P..	Own Y....	Spi...	Own H....	R..	F F.	A..	Own H....	Ross.	Hoo..	5500
Autocar....K	2½	....	138	S-34x6	S-36x10	Own H	4-4x5½	25.6	Str...	G..	RBos	L-N*.	Own..	P..	Own Y....	Spi...	Own H....	R..	F F.	A..	Own H....	Ross.	Hoo..	5600
Autocar....HPDS	3	....	114	P*-34x6	P*-36x12	Own H	4-4x5½	25.6	Str...	G..	RBos	L-N‡.	Own..	P..	Own Y....	Spi...	Own Y....	R..	F F.	A..	Own H....	Ross.	Hoo..	6000
Autocar....L	5	....	156	S-34x6	S-36x14	Own Y	4-4¼x5½	28.9	Str...	G..	RBos	L-N*.	Own..	P..	Own B....	Spi...	Own Y....	R..	F F.	A..	Own Y....	Ross.	Hoo..	7400
Autocar....M	5	....	120	S-34x6	S-36x14	Own Y	4-4¼x5½	28.9	Str...	G..	RBos	L-N*.	Own..	P..	Own B....	Spi...	Own Y....	R..	F F.	A..	Own Y....	Ross.	Hoo..	7200
Available....L-1	1	....	133	P-33x5	P-33x5	Her O	4-4x5	25.6	Zen..	G..	ABos	ABos..	B-L..	D..	B-L 30...	Spi...	Cla B307..	S..	½ F	A..	Shu 5504..	Ross.	Bim..	3100
Available....L	1½	....	154	S-34x4	S-34x5	Her O	4-4x5	25.6	Zen..	G..	ABos	ABos..	B-L..	D..	B-L 31...	Spi...	Cla B501..	S..	½ F	A..	Shu 5504..	Ross.	Bim..	3600
Available....L-2	2	....	152	S-36x4	S-36x6	Her O	4-4x5	25.6	Zen..	G..	ABos	ABos*	B-L..	D..	B-L 31...	Spi...	Tim 6466..	W.	½ F	A..	Shu 550...	Ross.	Bim..	4750
Available....L-2½	2½	....	152	P*-36x4	P*-36x8	Her O	4-4x5	25.6	Zen..	G..	ABos	ABos*	B-L..	D..	B-L 35...	Spi...	Tim 6566..	W.	F F.	A..	Tim1544B.	Ross.	Bim..	5200
Available....L-3½	3½	....	176	S-36x5	S-36x10	Her L-3	4-4½x5¾	32.4	Str...	G..	ABos	ABos*	B-L..	D..	B-L 55...	Spi...	Tim 6666..	W.	F F.	A..	Con 2203..	Ross.	Bim..	6500
Available....L-4	4	....	154	S-36x5	S-36x12	Her L	4-4½x5¾	32.4	Str...	G..	ABos	ABos*	B-L..	D..	B-L 55Max	Spi...	Tim 7666..	R..	F F.	A..	Con 2203..	Ross.	Int..	7800
Available....L-5	5	....	190	S-36x6	S-40x12	Wau EU...	4-5x6¼	40.0	Str...	G..	ABos	ABos†	B-L..	D..	B-L 60...	Spi...	Tim 6760..	W	F F.	A..	Tim 1730..	Ross.	Smi..	9500
§Bethlehem....KN	1	1595	125	P-33x5	P-33x5	Own KN	4-3½x5	19.6	Zen..	V..	ABos	G&D..	B & B.	P..	Ful SU...	Spi...	Eat 1000..	S..	½ F	..	Eat 750..	Ross.	Van..	2880
§Bethlehem....GN	2	2495	137½	S-36x4	S-36x7	Own GN	4-4x5¼	25.6	Zen..	V..	ABos	G&D..	B & B.	P..	Ful.....	Spi...	Wis 60A...	R..	½ F	A..	She D343..	Lav..	Smi..	4100
Bethlehem....L	2½	3195	145	S-36x4	S-36x8	Own H	4-4x5¼	25.6	Zen..	V..	ABos	G&D..	Ful...	D..	Ful GU15..	Spi...	Wis 88E...	R..	½ F	A..	She D343..	Lav..	Smi..	5200
Bethlehem....M	3½	3795	168	S-36x5	S-36x5	Own H	4-4x5¼	25.6	Zen..	V..	ABos	G&D..	Ful...	D..	Ful GU15..	Spi...	Wis 120FG	R..	½ F	A..	She D370..	Lav..	Smi..	6300
Bethlehem....CS	3½	4425	145	S-36x6	S-36x6	Own H	4-4x5¼	25.6	Zen..	V..	ABos	G&D..	B-L..	D..	B-L 55...	Spi...	Wis 120FG	R..	½ F	A..	She D370..	Lav..	Smi..	6800
Betz....J-3	1	1850	140	P-34x5	P-34x5	Own J-3	4-3¾x5½	22.5	Zen..	G..	ABos	ABos..	B-L..	D..	B-L 30...	Pet...	Tim 6352..	W	½ F	A..	Tim 1250..	Ross.	.....	3150
Betz....D-3	2½	2985	160	S-36x4	S-36x8	Own D-3	4-4¼x5½	28.9	Zen..	G..	ABos	None..	B-L..	D..	B-L 35...	Pet...	Tim 6566..	W	F F.	..	Tim 1540B	Ross.	Std..	5250

ABBREVIATIONS:

°—More than one furnished
°—Pneumatics at extra cost
*—Generator and Starter at extra cost
†—Starter not supplied, Generator at extra cost
‡—Starter at extra cost
A—Rear wheels only
ABos—American Bosch
A-L—Auto-Lite
Apo—Apollo
Arc—Archibald
A-W—Auto Wheel
B—Drive shaft and rear wheels (Brakes)
B—Straight Bevel (Final Drive)
B&B—Borg and Beck
Bet—Bethlehem
BG—Universal Machine
Bij—Bijur
Bim—Bimel
B-L—Brown-Lipe
Blo—Blood
C—Chain (Final Drive)
Car—Carter
CAS—C.A.S. Products
Cla—Clark
Col—Columbia
Con—Connecticut (Electrical)
Con—Continental
Cot—Cotta
Cov—Covert
d—Dual
D—Jackshaft and rear wheels (Brakes)
D—Disk (Clutch)
Day—Dayton
DD—Dead
Del—Delco
Det—Detlaff (Clutch and Gearset)
D-G—Detroit Gear
Dis—Disteel
Dod—Dodge
Dyn—Dyneto
E—4-Wheel Brakes
Eat—Eaton
Eis—Eisemann
F—Floating
FF—Full Floating
Fli—Flint
Ful—Fuller
G—Gravity
G & D—Gray and Davis
Gem—Gemmer
Han—Hannum
HaS—Hall Scott
Har—Hartford (Spicer)
Hay—Hayes
Her—Hercules
Hin—Hinkley
Hol—Holley
Hoo—Hoopes (Wheels)
Hoo—Hoosier (Clutch)
H-S—Hele-Shaw
Hoo—Hoosier (Clutch)
H-S—Hele-Shaw
I—Internal Gear
Ind—Indestructible
Int—Interstate
Joh—Johnson
Jon—Phineas, Jones & Co.
Jac—Jacox
K—Cone
Kel—Kelsey
Kni—Knight (Yellow Sleeve)
Lav—Lavine (Hannum)
L-N—Leece-Neville
Lon—Long
Lyc—Lycoming
Mar—Marvel
M-E—Merchants & Evans
M-M—Mechanics Machine
Mot—Motor Wheel
Mun—Muncie
N-E—North East
Nor—Northern Wheel
O—Disk in Oil
Opt—Optional
P—Pneumatics (Tires)
P—Single Plate (Clutch)
P—Pressure (Fuel Feed)
Pet—Peters
Pic—Pick
Pru—Prudden Wheel
R—Double Reduction
Ray—Rayfield
RBos—Robert Bosch
Roy—Royer Wheel
Rus—Russell
S—Solids (Tires)
S—Spiral Bevel (Final Drive)
Sal—Salisbury
Sch—Schebler (Carbureter)
Sch—Schwartz (Wheels)
Scl—Scintilla
She—Sheldon
Shu—Shuler
Smi—Smith
Sne—Snead
Spi—Spicer
Spl—Splitdorf
Std—Standard Parts (Axles)
Std—Standard Wheel
Ste—Stewart
StM—St. Marys
Str—Stromberg
S-Z—Stromberg or Zenith
The—Thermoid
Thei—Theimer
Til—Tillotson
Tim—Timken
Tor—Torbenseon (Eaton)
U-M—Universal Machine Co.
U-P—Universal Products
V—Vacuum
Van—Van Wheel
Ves—Vesta
W—Worm
Wal—Walker
Wau—Waukesha
Way—Wayne
Wes—Westinghouse
Wis—Wisconsin
W-G—Warner Gear
Woh—Wohlrab
Zen—Zenith

American Gasoline Truck Chassis Specifications—Continued

MAKE AND MODEL	GENERAL			TIRES		ENGINE					ELECTRICAL SYSTEM		TRANSMISSION				REAR AXLE				MISCELLANEOUS			
									Fuel System				Clutch		Gearset									
	Tons Capacity	Chassis Price $	Standard Wheelbase (In.)	Front, Size and Type (In.)	Rear, Size and Type (In.)	Make and Model	No. Cylinders, Bore and Stroke (In.)	Governor Make	Carbureter Make	Fuel Feed	Ignition System Make	Generator and Starter Make	Make	Type	Make and Model	Universals Make	Make and Model	Final Drive	Type	Brakes	Front Axle Make	Steering Gear Make	Wheels Make	Chassis Weight
Biederman	1	....	138	S-34x5	S-34x5	Con 8R-6	6-3⅜x4½	27.3	Zen.	G.	Del.	A-L.	B-L.	D.	B-L 31.	Spi.	Cla.	B.	½ F	A.	Shu.	Ross.	Cla.	3200
Biederman	1¼-1½	....	154°	S-34x5	S-34x6°	Con 6M-6	6-3⅜x4½	27.3	Zen.	G.	Del.	A-L°.	B-L.	D.	B-L 31.	Spi.	Tim.	W	½ F	A.	Shu.	Ross.	StM.	3800
Biederman	2½	....	160°	S-36x5	P-36x5d*	Con 6M-6	6-3⅜x4½	27.3	Zen.	G.	Del.	Del.	B-L.	D.	B-L 51.	Spi.	Tim.	W	F F.	A.	Shu.	Ross.	Bet.	4900
Biederman	3½	....	180°	S-36x6	S-36x6d	Con 6B-6	6-3¾x5	33.7	Zen.	G.	Del.	Del.	B-L.	D.	B-L 51.	Spi.	Tim.	W	F F.	A.	Shu.	Ross.	Bet.	7000
Biederman	5	....	180°	S-36x7	S-36x14	Con 6B-6	6-3¾x5	33.7	Zen.	G.	Del.	Del.	B-L.	D.	B-L 60.	Spi.	Tim.	W	F F.	A.	Shu.	Ross.	Day.	9200
Brinton C	1½	2500	138	S-34x4	S-34x5	Con N	4-3¾x5	22.5	Str.	G.	ABos	None.	B-L.	D.	B-L.	Spi.	Tim 6560.	W	¾ F		Tim 1542.	Ross.	Sch.	3900
Brinton D	2½	2975	150	S-36x4	S-36x8	Con C-4.	4-4½x5¼	27.2	Str.	G.	ABos	None.	B-L.	D.	B-L.	Spi.		W	F F.			Ross.	Smi.	4900
Brockway E	1¼	....	135	S-33x5	S-33x5	Wis SU	4-4x5	25.6	Zen.	V.	Eis.	L-N.	B-L.	D.	B-L 30.	Spi.	Col 52024.	S.	¾ F	A.	Col.	Gem.	Hoo.	3125
Brockway E7	1¼	....	153	S-32x6	S-32x6	Wis 6Y	6-3⅜x5	27.3	Zen.	V.	Eis.	L-N.	B-L.	D.	B-L 30.	Spi.	Col 53000.	S.	¾ F	A.	Col.	Gem	Van.	4000
Brockway E8	1¼	....	153	S-32x6	S-32x6	Wis SU	4-4x5	25.6	Zen.	V.	Eis.	L-N.	B-L.	D.	B-L 30.	Spi.	Col 53003.	S.	¾ F	A.	Col.	Gem	Van.	4000
Brockway S	2	....	140	S-34x4	P-34x6d*	Wis SU	4-4x5	25.6	Zen.	V.	Eis.	L-N.	B-L.	D.	B-L 30.	Spi.	Tim 6462.	W	½ F	A.	Tim 1452.	Ross.	Hoo.	4600
Brockway SK	2	....	147	S-34x4	P-34x6d*	Con K4	4-4¼x5¼	27.2	Zen.	V.	Eis.	L-N.	B-L.	D.	B-L 35.	Spi.	Tim 6462.	W	½ F	A.	Tim 1452.	Ross.	Hoo.	4200
Brockway K13-16	3	....	153°	S-36x4	P-36x8d*	Con K4°	4-4½x5¼	27.2	Zen.	V.	Eis.	L-N.	B-L.	D.	B-L 35°.	Spi.	Tim 6566.	W	F F.	A.	Tim 1542.	Ross.	Day.	5200
Brockway R	4	....	164°	S-36x5	P-36x5d*°	Con L4°	4-4½x5½	32.4	Zen.	V.	Eis.	L-N.	B-L.	D.	B-L 55°.	Spi.	Tim 6666.	W	F F.	A.	Tim 1632.	Ross.	Day.	7077
Brockway T	5	....	174°	S-36x6	S-40x14	Con B7	4-5x6	40 0	Zen.	V.	Eis.	L-N.	B-L.	D.	B-L 60.	Spi.	Tim 6760.	W	F F.	A.	Tim 1732.	Ross.	Day.	9600
Buck 34-36	1½	....	160°	P-32x6	P-32x6	Con S4°	4-4¼x4½	28 9	Zen.	V.	ABos	ABos.	B-L.	D.	B-L 31.	Spi.	Tim 6258.	W	½ F	A.	Tim 1460.	Ross.	Smi.	3600
Buck 44-46	2	....	160°	P*-36x4	P*-36x7	Con 8R°	6-3⅜x4½	27.3	Zen.	V.	ABos	ABos.	B-L.	D.	B-L 31°.	Spi.	Tim 6462.	W	½ F	A.	Tim 1460.	Ross.	Smi.	4800
Buck 54	2½	....	160°	P*-36x4	P*-36x8	Con K4	4-4¼x5¼	27.2	Zen.	V.	ABos	ABos.	B-L.	D.	B-L 51.	Spi.	Tim 6566.	W	F F.	A.	Tim 1460.	Ross.	Smi.	6000
Buck 64	3	....	163°	P*-36x5	P*-36x10	Con L4	4-4½x5½	32.4	Zen.	V.	ABos	ABos.	B-L.	D.	B-L 55.	Spi.	Tim 6566.	W	F F.	A.	Tim 1544.	Ross.	Smi.	6100
Buck 74	4	....	170°	P*-36x6	P*-40x12	Con L4	4-4½x5½	32.4	Zen.	V.	ABos	ABos.	B-L.	D.	B-L 55.	Spi.	Tim 6666.	W	F F.	A.	Tim 1632.	Ross.	Smi.	7350
Buck 84	5	....	183°	P*-36x6	P*-40x12	Con B5	4-4¾x6	36.1	Zen.	V.	ABos	ABos.	B-L.	D.	B-L 60.	Spi.	Tim 6666.	W	F F.	A.	Tim 1632.	Ross.	Smi.	7950
Buck 94	7½	....	183°	P*-36x7.	S-40x7	Con B7	4-5x6	40 0	Zen.	V.	ABos	ABos.	B-L.	D.	B-L 60.	Spi.	Tim 6760.	W	F F.	A.	Tim 1632.	Ross.	Smi.	9600
Casco A	1	1700	130	P-34x5	P-34x5	Buda WTU	4-3¾x5½	22.5	Zen.	V.	ABos	ABos.	Ful.	D.	Ful SUI.	Spi.	Col 5200.	S.	¾ F	A.	Col 5000.	Woh.	Arc.	3200
Casco C-D	2	2700	130°	S-32x6	S-36x8	Buda WTU	4-3¾x5½	22.5	Zen.	V.	ABos	ABos.	Ful.	D.	Ful GUI2.	Spi.	Wis 66A.	R.	½ F	A.	Wis 10A.	Woh.	Arc.	4650
Chevrolet Sup.Com.Ch	½	425	103	P-30x3½	P-30x3½	Own	4-3⅛x4	21.7	Car.	V.	Remy	Remy.	Own.	P.	Own Sup.	Own.	Own Sup.	S.	½ F	A.	Own Sup.	Own.	Hay.	1520
§Chevrolet Sup	1	550	124	P-30x3½	P-30x5	Own Sup	4-3⅛x4	21.7	Car.	V.	Remy	Remy.	Own.	P.	Own Sup.	Own.	Own Sup.	S.	½ F	A.	Own Sup.	Own.	Hay.	1985
Chicago	1	....	132	P-30x5	P-30x5	Her OX	4-4x5	25.6	Zen.	G.	Apo.	A-L.	B-L.	D.	B-L 31.	Pic.	Cla B307.	S.	½ F	A.	Tim 1250.	Ross.	StM.	3200
Chicago	1½	....	145	P*-34x3½	P*-34x5	Her OX	4-4x5	25.6	Zen.	G.	Apo.	A-L.	B-L*.	D.	B-L 31.	Pet.	Tim 6462.	W	½ F	A.	Tim 1460.	Ross.	StM.	4000
Chicago	2½	....	168°	S-36x4	S-36x8	Her OX	4-4x5	25.6	Zen.	G.	Apo.	None.	B-L.	D.	B-L 35.	Pet.	Tim 7566.	R.	F F.	A.	Tim 1544B	Gem.	StM.	5320
Chicago	3½	....	183°	S-36x5	S-36x10	Her L	4-4½x5¾	32.4	Zen.	G.	Apo.	None.	B-L.	D.	B-L 55.	Pet.	Tim 7666.	R.	F F.	A.	Tim 1632.	Gem.	Smi.	7320
Chicago	5	....	183°	S-36x6	S-40x12	Her L	4-4½x5¾	32 4	Zen.	G.	Apo.	None.	B-L.	D.	B-L 60.	Pet.	Tim 6760.	W	F F.	A.	Tim 1732.	Gem.	Smi.	8500
Clinton 20-20B	1¼	....	150	S-30x5	S-30x5	Buda WTU	4-3¾x5½	22.5	Zen.	V.	ABos	ABos.	B-L.	D.	B-L 31.	M-E.	Cla B501.	S.	½ F	A.	Shu 5405°.	Ross.	StM.	3450
§Clinton 45	2	....	163	P*-34x4	S-34x4d	Buda KTU	4-4x5¼	25.6	Zen.	G.	ABos	ABos.	B-L.	D.	B-L 35.	M-E.	Tim 6462.	W	½ F	A.	Tim 1520.	Ross.	StM.	4875
§Clinton 65	3	....	184	P*-34x5	S-34x5d	Buda ETU	4-4¼x5½	28 9	Zen.	GA	Bos‡	ABos.	B-L.	D.	B-L 55.	M-E.	Tim 6566.	W	F F.	A.	Tim 1544B	Ross.	StM.	5605
Clinton 90-H	4	....	190	S-36x5	S-36x6	Buda YTU	4-4½x6	32.4	Zen.	G.	ABos	ABos.	B-L.	D.	B-L 55°.	M-E.	Tim 6666.	W	F F.	A.	Tim 1632B	Ross.	StM.	7417
Clinton LM-120L	5	....	204	P*-36x6	S-36x7d	Buda BTU	4-5x6½	40 0	Zen.	G.	ABos	ABos.	B-L.	D.	B-L 60.	M-E.	Tim 6760	W	F F.	A.	Tim 1732B	Ross.	StM.	9400
Clinton 120SM	7½	....	172	P*-36x6	S-40x7d	Buda BTU	4-5x6½	40 0	Zen.	G.	ABos	ABos.	B-L.	D.	B-L60 Max	M-E.	Tim 6760.	W	F F.	A.	Tim 1732B	Ross.	StM.	9400
Coleman	5	....	144	P-42x9	P-42x9	Buda YBUI	4-4½x6	32.4	Str.	V.	ABos	ABos.	Ful.	D.	Ful GU14.	Spi.	Wis120JFF	R.	F F.	E.	Wis 120J-F	Ross.	Day.	8750
Clydesdale 16	1	....	140	P-34x5	P-34x5	Con S4	4-4¼x4½	28.9	Zen.	B.	ABos	ABos.	B-L.	D.	B-L 31.	Spi.	Tim 5620.	S.	½ F	A.	Tim 1250.	Ross.	StM.	3450
Clydesdale 10A	1¼	....	154	P-34x5	P-34x5	Con J4	4-3¾x5	22.5	Zen.	V.	ABos	ABos.	B-L.	D.	B-L 31.	Spi.	Tim 6258.	W	½ F	A.	Tim 1250.	Ross.	Smi.	3250
Clydesdale 12	1½	....	152°	P-32x6	P-32x6	Con 8R	6-3⅜x4½	27.3	Str.	V.	ABos	ABos.	B-L.	D.	B-L 31.	Spi.	Tim 6258.	W	½ F	A.	Tim 1250.	Ross.	Smi.	3600
Clydesdale 9	2	....	160	S-34x4	S-34x6	Con S4	4-4¼x4½	28.9	Zen.	V.	ABos	ABos‡	B-L.	D.	B-L 35.	Spi.	Tim 6462.	W	½ F	A.	Tim 1460.	Ross.	Smi.	4600
Clydesdale 8	2½	....	156	S-36x4	S-36x8	Con K4	4-4¼x5¼	27.2	Zen.	V.	ABos	ABos‡	B-L.	D.	B-L 35.	Spi.	Tim 6566.	W	F F.	A.	Tim 1544B	Ross.	Smi.	5300
Clydesdale 6-6X	3	....	163	S-36x5°	S-36x5°	Con L4°	4-4½x5½	32.4	Zen.	V.	ABos	ABos‡	B-L.	D.	B-L 51.	Spi.	Tim 6566.	W	F F.	A.	Tim 1544B	Ross.	Smi.	5850
Clydesdale 4-X	3½	....	177	S-36x6°	S-40x6°	Con B5°	4-4¾x6	36.0	Zen.	V.	ABos	ABos‡	B-L.	D.	B-L60 Max	Spi.	Tim 6666.	W	F F.	A.	Tim 1632B	Ross.	Smi.	7500
Clydesdale 2	5	....	176	S-36x7	S-40x7	Con B7	4-5x6	40.0	Zen.	V.	ABos	ABos‡	B-L.	D.	B-L60 Max	Spi.	Tim 6760.	W	F F.	A.	Tim 1732B	Ross.	Smi.	9750
Commerce Distributor	1	....	130	S-30x5	S-30x5	Con 7U	6-3½x4¼	23.4	Zen.	V.	ABos	ABos.	Hoo.	P.	Cov JUH.	Blo.	Cla B365.	S.	½ F	A.	Fli.	Ross.	Smi.	2900
Commerce Super 11	1½	....	142	S-34x5	S-36x6	Con S4	4-4¼x4½	28.9	Zen.	V.	ABos	ABos.	Ful.	D.	Ful SU12.	Blo.	Cla B501.	S.	½ F	A.	Fli.	Ross.	Smi.	3575
Commerce S14	2	....	146	S-36x4	S-36x7	Con S4	4-4¼x4½	28.9	Zen.	V.	ABos	ABos.	B-L.	D.	B-L.	U-M.	Tim 6462.	W	½ F	A.	Tim 1460.	Ross.	....	4245
Commerce 25A-B	2½	....	144°	S-36x4°	S-36x4d	Con K-4	4-4¼x5¼	27.2	Zen.	V.	ABos	ABos.	B-L.	D.	B-L 51.	U-M.	Tim 6566.	W	F F.	A.	Tim 1526.	Ross.	....	5300
Concord EO	1½	2500	135	S-32x6	S-32x6	Buda KBU	4-4x5¼	25.6	Zen.	V.	Eis.	None.	B-L.	D.	B-L.	Spi.	Tim 6352.	W	½ F	A.	Tim 1452.	Ross.	Arc.	3500
Concord G	2	3250	140	P-36x6	S-36x8	Buda GBU	4-4x5½	25.6	Zen.	V.	Eis.	None.	B-L.	D.	B-L 35.	Spi.	Tim 6566.	W	F F.	A.	Tim 1544.	Ross.	Arc.	4150
Concord H	2	3700	150	P-36x6	P-38x7	Buda EBU	4-4¼x5½	28.9	Zen.	V.	Eis.	ABos.	B-L.	D.	B-L 51.	Spi.	Tim 6460.	W	½ F	A.	Tim 1520.	Ross.	Arc.	4250
Concord J	2½	3600	150°	P-36x6	S-36x10	Buda EBU	4-4¼x5½	28.9	Zen.	V.	Eis.	Opt.*	B-L.	D.	B-L 51.	Spi.	Tim 6566.	W	F F.	A.	Tim 1544B	Ross.	Arc.	5400
Corbitt 25	1¼	....	140	S-34x5	S-34x5	Con S4	4-4¼x4½	28.9	Str.	V.	ABos	ABos.	B-L.	D.	B-L 31.	Spi.	She W 1501	W	½ F	A.	She EA500.	Ross.	Smi.	4100
Corbitt C	2	....	148	P*-36x4	P*-36x7	Con K-4	4-4¼x5¼	27.2	Str.	V.	Eis.	ABos*	B-L.	D.	B-L 35.	Spi.	She W 103.	W	½ F	A.	She 3FA10	Ross.	Bim.	5265
Corbitt B	2½	....	152	P*-36x4	P*-36x8	Con K-4	4-4½x5¼	27.2	Str.	V.	Eis.	ABos*	B-L.	D.	B-L 51.	Spi.	She W 21.	W	½ F	A.	She 3FA10.	Ross.	Bim.	5325
Corbitt R	3	....	160	P*-36x4	P*-36x8	Con L-4	4-4½x5½	32.4	Str.	V.	Eis.	ABos*	B-L.	D.	B-L 51.	Spi.	She W 21.	W	½ F	A.	She 3FA10.	Ross.	Smi.	6140
Corbitt A	4	....	178	S-36x5	S-36x10	Con L-4	4-4½x5½	32.4	Str.	V.	Eis.	ABos*	B-L.	D.	B-L 55.	Spi.	She W 32.	W	½ F	A.	She 4FA20.	Ross.	Smi.	7370
Corbitt AA	5	....	178	S-36x6	S-40x6	Buda BTU	4-5x6½	40 0	Str.	V.	Eis.	ABos*	B-L.	D.	B-L60 Max	Spi.	Tim 6760.	W	F F.	A.	Tim 1732B	Ross.	Smi.	9410
Dart S	1½	....	....	S-34x3½	S-34x6	Buda WTU	4-3¾x5½	22.5	Zen.	....	Eis.	....	Ful.	D.	Ful.	Spi.	Tim.	W	....		....	....	....	....
Dart M	2½	....	....	S-36x4	S-36x8	Buda EBU	4-4¼x5½	28.9	Zen.	....	Eis.	....	Ful.	D.	Ful.	Spi.	Tim.	W	....		....	....	....	....
Day-Elder G	1½	....	128°	P*-34x4	P*-34x5	Buda WTU	4-3¾x5½	22.5	Zen.	V.	Eis.	ABos*	B-L.	D.	B-L20B.	Spi.	Tim 6258.	W	½ F	A.	Col 7018.	Gem.	Van.	3700
Day-Elder H-HST	2	....	144°	P*-34x4	P*-34x5°	BudaWTU	4-3¾x5½	22.5	Zen.	V.	Eis.	ABos*	B-L.	D.	B-L 31.	Spi.	Tim 6462.	W	½ F	A.	Col 7018.	Gem.	Van.	4100
Day-Elder HSM-T	2	....	144°	P*-34x4	P*-34x5°	Buda KBU	4-4x5¼	25.6	Zen.	V.	Eis.	ABos*	B-L.	D.	B-L 31.	Spi.	Tim 6462.	W	½ F	A.	Col 7018.	Gem.	Van.	4300
Day-Elder I	2½	....	144°	P*-36x4	P*-36x7	Buda KBU	4-4x5¼	25.6	Zen.	V.	Eis.	ABos*	B-L.	D.	B-L 35.	Spi.	Tim 6566.	W	F F.	A.	Tim 1526.	Gem.	Van.	5700
Day-Elder J	3	....	156	P*-36x4	P*-36x8	Buda EBU	4-4¼x5½	28.9	Zen.	V.	Eis.	ABos*	B-L.	D.	B-L 51.	Spi.	Tim 6566.	W	F F.	A.	Tim 1544.	Gem	Van.	6500
Day-Elder K	4	....	162°	S-36x5	S-36x12	Buda YBU	4-4½x6	32.4	Zen.	V.	Eis.	ABos.†	B-L.	D.	B-L 55.	Spi.	Tim 6666.	W	F F.	A.	Tim 1632B	Gem.	Van.	8500
Day-Elder L	5	....	170°	S-36x6	S-36x7d	Buda BTU	4-5x6½	40.0	Zen.	V.	Eis.	ABos.*	B-L.	D.	B-L 60.	Spi.	Tim 6760.	W	F F.	A.	Tim 1732B	Gem.	Van.	10000
Defiance GL2-G2	1¼	....	128°	S-35x5	S-35x5	Con J-4	4-3¾x5	22.5	Zen.	V.	ABos	ABos.	Ful.	D.	Ful SU2.	Har.	Eat 1000.	B.	½ F	A.	Col 7000.	Lav.	StM.	2900
Defiance A	1½	....	140	S-34x4	S-34x6	Wis CAU	4-3¾x5	22.5	Zen.	V.	A-L.	A-L.	Ful.	D.	Ful.	Spi.	Own.	W	½ F	A.	Tim 1520.	Lav.	StM.	3315
Defiance D2	1½	....	140	S-35x5	S-36x6	Con J-4	4-3¾x5	22.5	Zen.	V.	ABos	ABos.	Ful.	D.	Ful SU2.	Har.	Wis 66.	R.	½ F	A.	Col 7000.	Lav.	StM.	3200
Defiance F	1½	....	128	S-35x5	S-35x5	Con S-4	4-4¼x4½	28.9	Zen.	V.	A-L.	A-L.	B & B.	P.	Det.	Spi.	Own.	B.	½ F	A.	Own.	Lav.	....	3210
Defiance E	2	....	140	S-35x5	S-38x7	Con J-4	4-3¾x5	22.5	Zen.	V.	ABos	ABos.	Ful.	D.	Ful GU10.	Har.	Wis 66.	R.	½ F	A.	Col 7000.	Lav.	StM.	3865
Defiance HL2-H2	3	....	160°	S-36x4	S-36x8	Con K-4	4-4½x5¼	27.2	Zen.	V.	ABos	ABos.	Ful.	D.	Ful GU12.	Spi.	Wis 88E.	R.	½ F	A.	Tim.	Lav.	StM.	5140
Defiance H3	3	....	135	S-36x5	S-36x10	Con K-4.	4-4½x5¼	27.2	Zen.	V.	ABos	ABos.	Ful.	D.	Ful GU12.	Spi.	Wis 120FG	R.	½ F	A.	Tim.	Lav.	Smi.	5200
Denby 41-A	1	....	128	S°-34x5	S°-34x5°	Her O	4-4x5	25.6	Zen.	G.	A-L.	A-L.	Ful.	D.	Ful.	U-P.	Cla.	S.	¾ F		Con.	Ross.	StM.	3315
Denby 33	2	....	144	S-36x3½	S-36x7	Con J-4	4-3¾x5	22.5	Zen.	G.	Eis.	....	Ful.	D.	Ful.	U-P.	Cla.	I.	D D		Con.	Ross.	StM.	3800
Denby 43	2½	....	155	S-36x4	S-36x8	Her O	4-4x5	25.6	Zen.	G.	Eis.	....	Ful.	D.	Ful.	U-P.	Cla.	I.	D D		Con.	Ross.	Smi.	4925
Denby 35	3	....	155	S-36x4	S-36x8	Con K-4	4-4½x5¼	27.2	Zen.	G.	Eis.	....	Ful.	D.	Ful.	U-P.	Cla.	I.	D D		Con.	Ross.	Smi.	5090
Denby 27	4	....	170	S-36x5	S-36x6	Con L-4	4-4½x5½	32.4	Zen.	G.	Eis.	....	Ful.	D.	Ful.	U-P.	Cla.	I.	D D		Tim.	Ross.	Smi.	7020
Denby 210	5	....	170	S-36x6	S-40x6d	Con B-5	4-4¾x6	36.1	Zen.	G.	Eis.	....	Ful.	D.	Ful.	U-P.	Cla.	I.	D D		Tim.	Ross.	Smi.	8500
§Diamond T75	1	....	130	P-30x5	P-30x5	Her OX	4-4x5	25.6	Zen.	G.	Apo.	A-L.†	Cov.	D.	Cov JUC.	Spi.	Col 53008.	B.	¾ F	A.	Col 5306.	Gem.	StM.	2825
Diamond T3-4	1½	....	160°	S°-36x4°	S°-36x7°	Her OX	4-4x5	25.6	Str.	....	RBos	A-L.*	Cov.	D.	Cov JUC.	Spi.	Tim 6462.	W	½ F	A.	Shu 510.	Ross	StM.	5250
Diamond TU3-T	2½	....	163°	S-36x4	S-36x8	HinHA1500	4-4¼x5½	28.9	Str.	G.	RBos	....	Cov.	D.	Cov RAD4	Spi.	Tim 6566.	W	F F.	A.	Tim 1524B	Ross.	StM.	5660
Diamond TK-T	3½	....	170°	S-36x5	S-36x5	HinHA200	4-4½x5½	32.4	Str.	V.	RBos	None.	Cov.	D.	CovSB.	Spi.	Tim 6666.	W	F F.	A.	Tim 1632B	Gem.	Int.	7250
Diamond TS	5	....	180°	S-36x6	S-40x6°	Hin B-2	4-4¾x6	36.1	Str.	V.	RBos	Opt*.	B-L.	D.	B-L 60.	Spi.	Tim 6760.	W	F F.	A.	Tim 1732B	Gem.	Int.	8750
Diamond TT3T	....	....	119½	S-36x3½	S-36x5	Her OX	4-4x5	25.6	Str.	V.	RBos	None.	Cov.	D.	Cov.	Spi.	Tim.	W	½ F	A.	Tim 1452.	Gem.	....	....
Diamond TST	....	....	140	S-36x6	S-40x5d	Hin CLB	4-4¾x6	36.1	Str.	V.	RBos	None.	Cov.	D.	B-L 60.	Spi.	Tim 6760.	W	F F.	A.	Tim 1732B	Gem.	....	....
Diehl B	1½	....	120	....	....	H-S 7000	4-3½x5	19.6	Zen.	G.	ABos	None.	M-E.	P.	Dur02500B	M-E.	Tor S327.	I.	D D	....	Sal 1544E.	Ross.	Way.	2500
Dixon D	1½	2395	146	S-34x5	S-34x5	Con S-4	4-4¼x4	28.9	Zen.	G.	ABos	ABos.	Ful.	D.	Ful GU8.	Spi.	Col.	S.	F F.	A.	Tim 1520.	Ross.	StM.	3700
Dixon 2	2	2800	146	S-34x4	S-34x7	Con S-4	4-4¼x4½	28.9	Zen.	V.	ABos	ABos.	Ful.	D.	Ful GU7.	Spi.	Tim 6462.	W	½ F	A.	Tim 1520.	Ross.	StM.	4450
Dixon C	2½	3500	154	S-36x4	S-36x8	Con K-4	4-4¾x5¼	27.2	Zen.	G.	ABos	None.	Ful.	D.	Ful GU14.	Spi.	Tim 6566.	W	F F.	A.	Tim 5500.	Ross.	Smi.	5900
Dixon A	3½	4070	160	S-36x5	S-36x10	Her	4-4¾x5¾	36.1	Zen.	G.	ABos	None.	Ful.	D.	Ful HU.	Har.	Tim 6666.	W	F F.	A.	Tim 1630B	Ross.	Smi.	7300
Dixon.	5	4490	160	S-36x5	S-36x12	Her	4-4¾x5¾	36.1	Zen.	G.	ABos	None.	Ful.	D.	Ful HUI.	Spi.	Tim 6666.	W	F F.	A.	Tim 1632B	Ross.	Smi.	9100
Dodge Brothers	¾	655	116	P-32x4	P-32x4	Own	4-3⅞x4½	24.1	Ste.	V.	N-E.	N-E.	Own.	D.	Own.	Own.	Own.	S.	½ F	A.	Own.	Own.	Kel.	2200
Derris K-2	1	2490	Opt.	P-33x5	P-33x5	Own	4-4x5½	25.6	Str.	V.	ABos	Wes.	Own.	D.	W-G.	Spi.	Tim 5512.	B.	½ F	A.	Tim 1250.	Ross.	Mun	2900

American Gasoline Truck Chassis Specifications—Continued

MAKE AND MODEL	GENERAL			TIRES		ENGINE					ELECTRICAL SYSTEM		TRANSMISSION				REAR AXLE				MISCELLANEOUS			
									Fuel System				Clutch		Gearset									
	Tons Capacity	Chassis Price $	Standard Wheelbase (In.)	Front, Size and Type (In.)	Rear, Size and Type (In.)	Make and Model	No. Cylinders, Bore and Stroke (In.)	Governor Make	Carbureter Make	Fuel Feed	Ignition System Make	Generator and Starter Make	Make	Type	Make and Model	Universals Make	Make and Model	Final Drive	Type	Brakes	Front Axle Make	Steering Gear Make	Wheels Make	Chassis Weight (Lbs.)
Derris.....K-5	2½	3785	Opt	P*-36x5	S-36x8d	Own	4-4¼x5½	28.9	Str..	G..	ABos	ABos..	Own..	D..	B-L 55....	Spi...	Tim 6566..	W.	F F.	A..	Tim 1544B	Ross.	Day..	5150
Derris.....K-8	4	4385	Opt	P*-36x5	S-36x6d	Own	4-4¼x5½	28.9	Str..	G..	ABos	ABos..	Own..	D..	B-L 55....	Spi...	Tim 6666..	W.	F F.	A..	Tim 1630B	Ross.	Day..	7510
Double Drive.....TT	3	4000	144	P*-36x6	P-36x6d*	Buda ETU	4-4¼x5½	28.9	Zen..	V..	Spl..	Opt...	Det...	D..	Own D.T.P	Own..	Own D T T	W.	½ F	B..	Own F T T	Ross.	Std..	6250
Duplex.....G	1	....	132	P-33x5	P-33x5	Buda WTU	4-3¾x5½	22.5	Zen..	V..	ABos	ABos..	B-L..	D..	B-L.....	Pet...	Tim.....	B..	½ F	A..	Tim 1250..	Ross.	Mot..	3300
Duplex.....GH	1½	....	138	P-35x5	P-36x6	Buda WTU	4-3¾x5⅛	22.5	Zen..	V..	ABos	ABos..	Cov...	D..	Cov.....	Pet...	She.....	W.	½ F	A..	She.....	Ross.	Mot..	3900
Duplex.....A	2	....	160	P*-34x4	P-36x7d*	Hin HAA	4-4x5¼	25.6	Str..	V..	Eis..	Wes...	Cov...	D..	Cov RU3C	Pet...	She W-103.	W.	½ F	A..	She D343..	Ross.	Mot..	4400
Duplex.....AC	3	....	165	P*-34x5	P-36x8d*	BudaEBUI	4-4¼x5½	28.9	Str..	V..	Fis...	Opt...	B-L..	D..	B-L 50....	Pet...	She W-21..	W.	F F.	A..	She 370...	Ross.	Mot..	5500
Duplex.....E	3½	....	130	P*-36x8	S-36x8	BudaEBUI	4-4¼x5½	28.9	Zen..	V..	Eis..	Opt...	B-L..	D..	B-L 50....	Pet...	Own E....	I..	....	B..	Own E....	Woh.	Mot..	6000
Eagle.....101	1¼	....	134°	P-34x5	P-34x5	Buda WTU	4-3¾x5⅛	22.5	Zen..	G..	Eis..	ABos*	Cov...	D..	Cov C....	M-E..	Tor 1000..	I..	D D	A..	Col 5000...	Ross.	Std..	3800
Eagle.....104	2	....	130°	P*-34x4	S-34x8	Buda KTU	4-4x5¼	25.6	Zen..	G..	Eis..	None...	Cov...	D..	Cov MUC	M-E..	Rus 6005-1	I..	D D	A..	Col 7000...	Ross.	StM.	4300
Eagle.....105	2½	....	130°	P*-34x5	P*-34x8	Buda KTU	4-4x5¼	25.6	Zen..	G..	Eis..	.....	Cov...	D..	Cov JUC.	M-E..	Own 105...	R..	F F.	A..	Col 7000...	Ross.	Std..	5000
Eagle.....106	3½	....	144°	S-36x6	S-36x12	Buda YTU	4-4½x6	32.4	Zen..	G..	Eis..	.....	B-L..	D..	B-L 60....	Pet...	Own 106..	R..	F F.	A..	Own 30....	Ross.	Smi..	8600
F. W. D.....B	3	4200	124	P*-36x6	P*-36x6	Wis A	4-4¾x5½	36.1	Str..	G..	Eis..	N-E*..	H-S..	D..	Cot DAF..	Own..	Own B....	B..	F F.	B..	Own B....	Ross.	Sch..	6300
F. W. D.....TT	TT	....	105	S-36x7	S-36x7	Wis A	4-4¾x5½	36.1	Str..	G..	Eis..	N-E*..	H-S..	D..	Cot DAE..	Blo...	Own B....	B..	F F.	B..	Own B....	Ross.	Std..	6150
Fageol.....230	1½	3150	150	S-36x4	S-36x7	Wau V	4-4x5	25.6	Zen..	V..	RBos	RBos..	B-L..	D..	B-L 35....	Spi...	Tim 6462..	W.	½ F	A..	Tim 1460 DXZ....	Ross.	Van..	5200
Fageol.....235	2	3750	150	S-36x4	P-34x7d*	Wau FU	4-4x5¾	25.6	Zen..	V..	RBos	RBos..	B-L..	D..	Own A....	Spi...	Tim 6462..	W.	½ F	A..	Tim 1460 DXZ....	Ross.	Van..	5500
Fageol.....340	3	4000	172	S-36x5	P-36x10d	Wau CU	4-4⅜x5¾	30.6	Zen..	V..	RBos	RBos..	B-L..	D..	B-L 51....	Spi...	Tim 6566..	W.	F F.	A..	Tim 1544B	Ross.	Van..	7000
Fageol.....360	3	5250	172	P-36x6	P-36x6d*	Ha S	4-4¼x5½	28.9	Zen..	V..	Del..	Del...	B-L..	D..	Own B....	Spi...	Tim 6566..	W.	F F.	A..	Tim 1544B	Ross.	Budd	6500
Fageol.....445	4	4950	172	S-36x6	S-36x6d	Wau DU	4-4½x6¼	32.4	Zen..	V..	RBos	RBos..	B-L..	D..	B-L 55....	Spi...	Tim 6666..	W.	F F.	A..	Tim 1632B	Ross.	Van..	8525
Fageol.....645	6	5450	172	S-36x6	S-40x7d	Wau DU	4-4½x6¼	32.4	Zen..	V..	RBos	RBos..	B-L..	D..	B-L 55....	Spi...	Tim 6760..	W.	F F.	A..	Tim 1732B	Ross.	Van..	9750
Federal.....Knight	1	1095	124	S-32x4½	S-32x4½	Kni	4-3⅝x4½	21.0	Zen..	G..	Eis..	A-L..	B & B.	P..	Own.....	U-M..	Tim 5310..	B..	½ F	A..	Own.....	Gem.	Mot..	2400
Federal.....R-3	1¼	1675	132	P-33x5	P-33x5	Con J-4	4-3¾x5	22.5	Zen..	V..	Eis..	Remy.	B & B.	P..	Det.....	Pet...	Tim 6250..	W.	½ F	A..	Tim 1250..	Gem.	Dis..	2950
Federal.....S-25-6	1½	....	144°	P-30x5°	P-32x6°	Kni	4-3⅝x4½	21.0	Zen..	V..	A-L..	A-L..	B & B.	P..	Own.....	U-M..	Tim 5620..	B..	½ F	A..	Own.....	Gem.	Mot..	3000°
Federal.....S-27	2	....	144	S-34x4	S-34x5	Kni	4-3⅝x4½	21.0	Zen..	V..	A-L..	A-L..	B & B.	P..	Own.....	U-M..	Tim 6462..	W.	½ F	A..	Own.....	Gem.	Mot..	....
Federal.....U-3	2½	3200	157	P*-36x4	P-36x4d*	Con K-4	4-4½x5¼	27.2	Zen..	V..	Eis..	Remy.	B & B.	P..	D-G.....	Spi...	Tim 6560..	W.	F F.	A..	Own.....	Gem.	Spi..	5300
Federal.....UB-6	3	....	190	S-32x6	P-32x6d	Con 6-B	6-3¾x5	33.7	Zen..	V..	Eis..	Remy.	B & B.	P..	Det R400..	Spi...	Tim 6566..	W.	½ F	A..	Own.....	Gem.	Smi..	5400
Federal.....W-3	4	4200	157	S-36x5	S-40x5d	Con L-4	4-4½x5½	32.4	Zen..	V..	Eis..	Remy.	B & B.	P..	Own W-L.	Spi...	Tim 6666..	W.	F F.	A..	Tim 1630B	Gem.	Smi..	7000
Federal.....X-4	5	4750	163	S-36x6	S-40x6d	Con B-5	4-4¾x6	36.1	Zen..	V..	Eis..	Ret...	B & B.	P..	W-G.....	Spi...	Tim 6760..	W.	F F.	A..	Tim 1630B	Gem.	.....	8700
Federal.....X-5	5½	5000	163	S-36x6	S-40x14	Con B-5	4-4¾x6	36.1	Zen..	V..	Eis..	Remy.	B & B.	P..	W-G.....	Spi...	Tim 6760..	W.	F F.	A..	Tim 1630B	Gem.	.....	9100
Federal.....TT	....	3200	125	S-36x4	S-36x4d	Con K-4	4-4½x5¼	27.2	Zen..	V..	Eis..	Remy.	B & B.	P..	D-G.....	Spi...	Tim 6560..	W.	F F.	A..	Own.....	Gem.	.....	5000
Federal.....TT	....	4235	121	S-36x5	S-36x5d	Con L-4	4-4½x5½	32.4	Zen..	V..	Eis..	Remy.	B & B.	P..	W-G.....	Spi...	Tim 6666..	W.	F F.	A..	Tim 1630B	Gem.	.....	6700
Fisher Fast Freight.....	1½	....	146	S-30x5	S-32x6	Con S-4	4-4¼x4½	28.9	Str..	V..	ABos	ABos..	Lon...	D..	M-M.....	Blo...	Col Spec R	B..	F F.	A..	Con Spec R	Gem.	Own.	3500
Flint Road King.....	1½	....	130°	P-34x5	P-34x5	Her O	4-4x5	25.6	Zen..	G..	A-L..	A-L..	B & B.	D..	W-G Spec	Spi...	Fli Spec...	B..	F F.	....	Fli Spec...	Lav..	Hay..	3320
{Ford.....T	1	365	123	P-30x3½	S-30x5	Own TT	4-3¾x4	22.5	Own.	G..	Own.	Own..	Own...	D..	Own TT...	Own..	Own TT...	W.	½ F	B..	Own TT...	Own.	.....	1572
Forachler.....E	3	....	144	S-36x4	S-36x8	Con C-4	4-4½x5¼	27.2	Zen..	V..	Bos..	None..	Ful...	D..	.....	Har...	.....	W.	½ F	....	.....	Ross.	Smi..	5200
Front Drive.....FT	1½	2800	120	S-36x6	P-36x6d*	Buda CTU	4-3⅜x5¼	22.5	Zen..	V..	Spl..	Opt...	B & B.	P..	Own FP..	Own..	Own D-2..	W.	½ F	B..	Own FTT.	Ross.	Std..	3350
{Garford.....15	1	....	132	P-34x5	P-34x5	.....	4-3⅝x5⅛	21.0	....	G..	.....	.....	.....	P..	Own 15....	.....	.....	W.	½ F	A..	Own 15....	.....	.....	3500
Garford.....30	1½	....	144	P-32x6	P-32x6	.....	4-4x5¼	25.6	....	V..	.....	.....	Own..	D..	Own.....	.....	.....	W.	½ F	A..	Own.....	.....	.....	4450
Garford.....50	2½	....	156	S-36x4	S-36x8	.....	4-4¼x5½	28.9	....	G..	.....	.....	Own..	D..	Own.....	.....	.....	W.	F F.	A..	.....	.....	.....	5950
Garford.....80	4	....	162	S-36x5	S-36x10	.....	4-5x6½	40.0	....	G..	.....	.....	Own..	D..	.....	.....	.....	W.	F F.	A..	.....	.....	.....	8700
Garford.....100	5	....	162	P*-36x6	S-40x12	.....	4-5x6½	40.0	....	G..	.....	.....	Own..	D..	.....	.....	.....	W.	F F.	A..	.....	.....	.....	9450
Garford.....151	7½	....	162	S-36x6	S-40x12	.....	4-5x6½	40.0	....	G..	.....	.....	Own..	D..	Own 151..	.....	Own 151..	C..	D D	B..	.....	.....	.....	10100
Garford.....50TT	....	....	130	S-36x5	S-33x8	.....	4-4¼x5½	28.9	....	G..	.....	.....	Own..	D..	Own.....	.....	.....	W.	F F.	A..	.....	.....	.....	5900
Garford.....80TT	....	....	138	S-36x5	S-36x10	.....	4-4½x6	32.4	....	G..	.....	.....	Own..	D..	Own 80....	.....	.....	W.	F F.	A..	.....	.....	.....	7800
Garford.....68D-TT	....	....	141	S-36x6	S-40x12	.....	4-5x6½	40.0	....	G..	.....	.....	Own..	D..	B-L 60....	.....	.....	W.	F F.	A..	.....	.....	.....	9300
{Gary Express.....	1	1590	132	S-35x5	S-35x5	Buda WTU	4-3¾x5⅛	22.5	Str..	V..	Eis..	Remy.	Ful...	D..	Ful TU¾..	Blo...	Tim 5511..	W.	½ F	A..	Tim 1250..	Ross.	Pru..	3200
Gary.....G-15	1½	2690	144	S-36x4	S-36x7	Bu KBUI	4-4x5¼	25.6	Str..	V..	Eis..	None..	Ful...	D..	Ful TU-3..	Blo...	Tim 6462..	W.	½ F	A..	Tim 1520..	Ross.	Pru..	4500
Gary.....E-25	2½	3250	148	P*-36x4	S-36x10	BudaEBUI	4-4¼x5½	28.9	Str..	V..	Eis..	.....	Ful...	D..	Ful.....	Blo...	Tim 6566..	W.	F F.	A..	Tim 1544..	Ross.	StM.	5500
Gary Oil Field Four.....	3	3750	150	P-36x6	P-40x8	BudaYBUI	4-4½x6	32.4	Str..	V..	Eis..	.....	B-L..	D..	B-L.....	Spi...	Tim.....	W.	F F.	A..	Tim.....	Ross.	Day..	5680
Gary Oil Field Six.....	3	4250	160	P-36x6	P-40x8	Buda Bus 6	6-4x5½	38.4	Str..	V..	Eis..	.....	Ful...	D..	Ful.....	Blo...	Tim 6566..	W.	F F.	A..	Tim 1544..	Ross.	StM.	5850
Gary.....Y-35	3½	4250	162	S-36x5	S-40x12	BudaYBUI	4-4½x6	32.4	Str..	V..	Eis..	.....	Ful...	D..	Ful.....	Spi...	Tim 6666..	W.	F F.	A..	Tim 1632B	Ross.	Day..	8100
{Gary.....B-50	5	4850	182	S-36x6	S-40x14	Buda BTU	4-5x6½	40.0	Str..	V..	Eis..	None..	Ful...	D..	Ful.....	Spi...	Tim 6766..	W.	F F.	A..	Tim 1732..	Ross.	Day..	9250
{G. M. C.....K-17	1	....	136	P-34x5	P-34x5	Own K-17	4-3⅞x6	20.3	Mar..	G..	Eis..	Remy.	Own..	D..	Own K-17.	U-M..	Own K-17.	B..	¾ F	E..	Own K-17.	Own.	Kel..	3438
G. M. C.....K-32	1½	....	154	P-36x6	P-36x6	Own K-32	4-3⅞x6	20.3	Mar..	G..	Eis..	Remy.	Own..	D..	Own K-32.	U-M..	Own K-32.	B..	¾ F	E..	Own K-32.	Own.	Kel..	3686
G. M. C.....K-52A	2½	....	146	P*-36x4	P*-36x10	Own	4-4x5½	25.6	Mar..	G..	Eis..	Remy.	Own..	D..	Own.....	Own..	Tim 6560..	W.	F F.	....	Tim 1542B	Own.	Day..	5680
G. M. C.....K-52B	2½	....	158	P*-36x4	P*-36x10	Own	4-4x5½	25.6	Mar..	G..	Eis..	Remy.	Own..	D..	Own.....	Own..	Tim 6560..	W.	F F.	....	Tim 1542B	Own.	Day..	5720
G. M. C.....K-52C	2½	....	193	P*-36x4	P*-36x10	Own	4-4x5½	25.6	Mar..	G..	Eis..	Remy.	Own..	D..	Own.....	Own..	Tim 6560..	W.	F F.	....	Tim 1542B	Own.	Day..	5745
G. M. C.....K-72A	3½	....	160	S-36x5	S-40x12	Own	4-4½x6½	32.4	Mar..	G..	Eis..	Remy.	Own..	D..	Own 72A..	Own..	Tim 6666..	W.	F F.	....	Tim 1632B	Own.	Day..	8008
G. M. C.....K-72B	3½	....	184	S-36x5	S-40x12	Own	4-4½x6½	32.4	Mar..	G..	Eis..	Remy.	Own..	D..	Own 72....	Own..	Tim 6666..	W.	F F.	....	Tim 1632B	Own.	Day..	8140
G. M. C.....K-102A	5	....	160	S-36x6	S-40x14	Own	4-4½x6½	32.4	Mar..	G..	Eis..	Remy.	Own..	D..	Own 102A.	Own..	Tim 6760W	W.	F F.	....	Tim 1732B	Own.	Day..	8950
G. M. C.....K-102B	5	....	184	S-36x6	S-40x14	Own	4-4½x6½	32.4	Mar..	G..	Eis..	Remy.	Own..	D..	Own 102B.	Own..	Tim 6760W	W.	F F.	....	Tim 1732B	Own.	Day..	9095
G. M. C.....K-41T	.....	....	127	S-36x4	S-36x8	Own K-41	4-4x5½	25.6	Mar..	G..	Eis..	Remy.	Own..	D..	Own K-41.	Own..	Tim 6560..	W.	F F.	A..	Tim 1542B	Own.	Day..	5520
G. M. C.....K-71T	.....	....	138	S-36x5	S-36x12	Own K-71	4-4½x6	32.4	Mar..	G..	Eis..	Remy.	Own..	D..	Own K-71.	Own..	Tim 6666..	W.	F F.	A..	Tim 1632B	Own.	Day..	8120
G. M. C.....K-101T	.....	....	138	S-36x5	S-36x14	Own K-101	4-4½x6	32.4	Mar..	G..	Eis..	Remy.	Own..	D..	Own K-101	Own..	Tim 6760..	W.	F F.	A..	Tim 1632B	Own.	Day..	8880
Gottfredson.....20B	1	....	131	P-33x5	P-33x5	Buda WTU	4-3¾x5⅛	22.5	Zen..	V..	Remy	Remy.	B & B.	P..	B-L 20....	Spi...	Cla B-307.	S..	½ F	B..	Sal 1546 E.	Gem.	Van..	3300
Gottfredson.....30B	1½	....	144	P-32x6	P-32x6	Buda WTU	4-3¾x5⅛	22.5	Zen..	V..	RBos	Remy.	B & B.	P..	B-L 31....	Spi...	Cla B-501.	S..	½ F	A..	Sal 1546 E.	Gem.	Van..	3540
Gottfredson.....41	2	....	146½	S-36x4	P-36x8d*	Bu KBUI	4-4x5¼	25.6	Zen..	V..	RBos	Remy.	B & B.	P..	B-L 35....	Spi...	Tim 6462..	W.	½ F	A..	Tim 1460..	Gem.	M-M	5300
Gottfredson.....51	2½	....	146½	S-36x5	S-36x10	Buda KBU	4-4x5¼	25.6	Zen..	V..	RBos	Remy.	B & B.	P..	B-L 35....	Spi...	Tim 6566..	W.	F F.	A..	Tim 1460..	Gem.	Day..	....
Gottfredson.....60	3	....	152½	P*-36x5	P*-36x10	BudaEBUI	4-4¼x5½	28.9	Zen..	V..	RBos	Remy.	B-L..	D..	B-L 51....	Spi...	Tim 6570..	W.	F F.	B..	Tim 1526..	Ross.	Day..	6200
Gottfredson.....80	4	....	160	S-36x6	S-40x7d	Buda YBU	4-4½x6	32.4	Zen..	V..	RBos	None..	B-L..	D..	B-L55 Max	Spi...	Tim 6666..	W.	F F.	B..	Tim 1632B	Gem.	Day..	8400
Gottfredson.....100	5	....	169	S-36x6	S-40x8d	Buda BTU	4-5x6½	40.0	Zen..	V..	RBos	Remy.	B-L..	D..	B-L60 Max	Spi...	Tim 6760..	W.	F F.	B..	Tim 1732B	Gem.	Day..	12000
{Graham Brothers...BB	1	995	130	S-33x5	P-33x5	Dodge	4-3⅞x4½	24.1	Ste..	V..	N-E.	N-E..	Dod...	D..	Dod.....	U-P..	Own.....	S..	½ F	A..	Dod.....	Dod..	StM.	2630
Graham Brothers...CB	1½	1245	140	S-34x5	S-36x6	Dodge	4-3⅞x4½	24.1	Ste..	V..	N-E.	N-E..	Dod...	D..	Dod.....	U-P..	Own.....	S..	½ F	A..	Dod.....	Dod..	StM.	3130
Graham Brothers...FB	1½	1330	158	S-34x5	S-36x6	Dodge	4-3⅞x4½	24.1	Dod..	V..	N-E.	N-E..	Dod...	D..	Dod.....	U-P..	Own.....	S..	½ F	A..	Dod.....	Dod..	StM.	3180
Graham Brothers LB-MB	1½	1395	158°	S-32x6	P-32x6d*	Dodge	4-3⅞x4½	24.1	Dod..	V..	N-E.	N-E..	Dod...	D..	Dod.....	U-P..	Own.....	S..	½ F	A..	Dod.....	Dod..	StM.	3180
Gramm Bernstein....10	1-1¼	....	129	P-33x5	P-33x5	Lyc CT	4-3¾x5	22.5	Zen..	G..	A-L..	A-L...	Mun...	D..	Mun AS.. 11T23N	Pic...	Sal 1483..	B..	¾ F	B..	Sal 1453..	Ross.	Ind..	2370
{Gramm Bernstein..115	1½	....	146	P-34x5	S-34x5	Lyc C-4	4-4x5	25.6	Zen..	G..	A-L..	A-L...	Mun...	D..	Mun AS 11T23N	Pic...	Eat 5300..	B..	½ F	A..	Col 5000...	Ross.	Ind..	3660
Gramm Bernstein...125	2½	....	144	P*-36x4	S-36x8	Con S-4	4-4¼x4½	28.9	Str..	G..	N-E.	N-E..	Ful...	D..	Ful GU7..	Own..	She W-103.	W.	½ F	....	Col A-A 40	Ross.	.....	4910
Gramm Bernstein....30	3	....	150	S-36x5	S-36x10	Con L-4	4-4½x5½	32.4	Str..	G..	Eis..	A-L..	Ful...	D..	Ful GU7...	Own..	She W-21..	W.	½ F	B..	She 370...	Ross.	Smi..	6640
Gramm Bernstein....40	4	....	156	S-36x5	S-36x12	Con L-4	4-4½x5½	32.4	Str..	G..	Eis..	A-L..	Ful...	D..	Ful G7....	Own..	She W-31..	W.	½ F	B..	She 4FA20.	Ross.	Smi..	7980
Gramm Bernstein....50	5	....	168	S-36x6	S-40x6	Con B-2	4-4¾x6	36.1	Str..	G..	Eis..	N-E..	Own..	D..	Own 50....	Own..	She W-51..	W.	½ F	B..	She4FA20	Ross.	Smi..	9700
Gramm-Kincaid...233N	1-1¼	....	133°	P-30x5	P-30x5	Lyc CT	4-3¾x5	22.5	Zen..	G..	A-L..	A-L...	Mun...	D..	Mun T23..	Thei..	Eat 1002..	S..	½ F	B..	Col 5300...	Ross.	.....	3485
Gramm-Kincaid...263N	1-1¼	....	133°	P-30x5	P-30x5	Con 8R	6-3⅜x4½	27.3	Zen..	G..	A-L..	A-L...	Mun...	D..	Mun T23..	Thei..	Eat 1002..	S..	½ F	B..	Col 5300...	Ross.	.....	3585
Gramm-Kincaid...343N	1½	1420	133	S-30x5	S-30x5	Lyc CT	4-3¾x5	22.5	Zen..	G..	A-L..	A-L...	Mun...	D..	Mun T23..	Thei..	Eat 1002..	S..	½ F	B..	Col 5300...	Ross.	Ind..	3485
Gramm-Kincaid...363N	1½	1690	133	S-30x5	S-30x5	Con 8R	6-3⅜x4½	27.3	Zen..	G..	A-L..	A-L...	Mun...	D..	Mun T23..	Thei..	Eat 1002..	S..	½ F	B..	Col 5300...	Ross.	Ind..	3585
Gramm-Kincaid....443N	2	1780	133°	P-32x6	P-32x6	Lyc C4	4-4x5	25.6	Zen..	G..	A-L..	A-L...	Mun...	D..	Mun T23..	Thei..	Eat 1502..	S..	½ F	B..	Col 5300...	Ross.	.....	.....
Gramm-Kincaid....463N	2	2050	133°	P-32x6	P-32x6	Con 8R	6-3⅜x4½	27.3	Zen..	G..	A-L..	A-L...	Mun...	D..	Mun T23..	Thei..	Eat 1502..	S..	½ F	B..	Col 5300...	Ross.	.....	.....
Gramm-Kincaid....543N	2½	2375	150°	P*-36x4	P*-36x7	Lyc C4	4-4x5	25.6	Zen..	G..	A-L..	A-L...	Mun...	D..	Mun T23..	Thei..	Wis 61B...	R..	½ F	B..	Col 5300...	Ross.	Smi..	4200
Gramm-Kincaid....563N	2½	2645	150°	P*-36x4	P*-36x7	Con 8R	6-3⅜x4½	27.3	Zen..	G..	A-L..	A-L...	Mun...	D..	Mun T23..	Thei..	Wis 61B...	R..	½ F	B..	Col 5300...	Ross.	Smi..	4300
Gramm-Kincaid....6480	3	3750	152°	P*-36x5	P*-36x8	Her L	4-4½x5¾	32.4	Zen..	G..	ABos	A-L..	Ful...	D..	Ful H....	Thei..	Wis 88EF..	R..	½ F	B..	Wis 30....	Ross.	Smi..	6560
Gramm-Kincaid....8480	4	4330	152°	P*-36x5	P*-36x5	Her L	4-4½x5¾	32.4	Zen..	G..	ABos	A-L..	Ful...	D..	Ful H....	Thei..	Wis 120BG	R..	½ F	B..	Wis 30....	Ross.	Smi..	8360
Gramm-Kincaid P (L.B.)	4	4775	230°	P*-36x5	P*-36x5	Her L	4-4½x5¾	32.4	Zen..	G..	A-L..	A-L...	Ful...	D..	Ful GU...	Thei..	Wis 125K..	R..	½ F	B..	She D445..	Ross.	Smi..	8560
Grass Premier.....40	1	1550	130	S-30x5	S-30x5	Lyc CT	4-3¾x5	22.5	Str..	V..	ABos	ABos..	B-L..	D..	B-L 31....	Spi...	Cla B366..	S..	½ F	B..	Con.....	Ross.	Van..	2370

American Gasoline Truck Chassis Specifications—Continued

MAKE AND MODEL	GENERAL			TIRES		ENGINE					ELECTRICAL SYSTEM		TRANSMISSION				REAR AXLE				MISCELLANEOUS			
									Fuel System				Clutch		Gearset									
	Tons Capacity	Chassis Price $	Standard Wheelbase (In.)	Front, Size and Type (In.)	Rear, Size and Type (In.)	Make and Model	No. Cylinders, Bore and Stroke (In.)	Governor Make	Carbureter Make	Fuel Feed	Ignition System Make	Generator and Starter Make	Make	Type	Make and Model	Universals Make	Make and Model	Final Drive	Type	Brakes	Front Axle Make	Steering Gear Make	Wheels Make	Chassis Weight (Lbs.)
Grass Premier.....45	1¼	1750	140	P–30x5	P–32x6	Lyc C	4–4x5	25.6	Str..	V..	Opt..	ABos..	B–L..	D..	B–L 31....	Spi...	Tim 5620..	S..	½ F	B..	Con.....	Ross.	Van..	3300
Grass Premier.....60	1½	2600	144	S–34x5	S–34x6	Wau FU	4–4x5¾	25.6	Str..	V..	Opt..	ABos	B–L..	D..	B–L 35....	Spi...	Tim 6462..	W.	½ F	B..	Con.....	Ross.	StM.	4400
Grass Premier.....70	2	2650	144	S–34x5	S–34x7	Wau V	4–4x5	27.2	Str..	V..	Eis..	Eis...	B–L..	D..	B–L 35....	Spi...	Tim 6462..	W.	½ F	B..	Con.....	Ross.	Bim..	4400
Grass Premier.....80	2½	3050	167	P*–36x4	S–36x8	Wau CU	4–4⅜x5¾	30.6	Str..	V..	ABos	ABos..	B–L..	D..	B–L 55....	Spi...	Tim 6566..	W.	F F.	B..	Con.....	Ross.	Bim..	5400
Grass Premier.....55	2½	2500	150	P–32x6	P–36x8	Lyc C	4–4x5	25.6	Str..	V..	ABos	ABos..	B–L..	D..	B–L 35....	Spi...	Con 720..	S..	½ F	B..	Con.....	Ross.	Van..	4400
Grass Premier.....90	3½	3600	160°	S–36x5	S–36x5	Wau DU	4–4½x6¼	32.4	Str..	V..	ABos	ABos..	B–L..	D..	B–L 55....	Spi...	Tim 6666..	W.	F F.	B..	Con.....	Ross.	Bim..	6200
Guilder.....B	1¼	....	132	P–33x5	P–33x5	Buda WTU	4–3¾x5½	22.5	Zen..	G..	Eis..	ABos..	B–L..	....	B–L 31....	.....	Cla 366....	S..	½ F	....	Shu 5405..	Ross.	Ind..	3250
Guilder.....B-6	1¼	....	132	P–33x5	P–33x5	Con 8R	6–3¾x4½	27.3	Zen..	G..	Eis..	ABos..	B–L..	....	B–L 31....	.....	Cla 366....	S..	½ F	....	Shu 5405..	Ross.	Ind..	3000
Guilder.....D-6	1½	....	132	P–32x6	P–34x7	Con 8R	6–3¾x4½	27.3	Zen..	G..	Eis..	ABos..	B–L..	D..	B–L 31....	M–E..	Cla 501....	S..	½ F	....	Shu 5410..	Ross.	Van.	3250
Guilder.....E-6	2	....	152	P–32x6	P–36x8	Buda 6B	6–3¾x5	33.8	Zen..	G..	ABos	ABos..	B–L..	D..	B–L.....	M–E..	Wis 660..	R.	F F.	A..	Shu 5410..	Ross.	Van..	
Guilder.....E	2¼	....	152	S–36x4	P–36x4d*	Bu KBUI	4–4x5¼	25.6	Zen..	G..	Eis..	ABos..	B–L..	D..	B–L 51....	M–E..	Wis 660..	R.	F F.	....	Shu 5410..	Ross.	Van..	5100
Guilder.....H	3	....	152	S–36x5	P–36x5d*	BudaEBUI	4–4¼x5½	28.9	Zen..	G..	Eis..	ABos..	B–L..	D..	B–L 51....	M–E..	Wis 88EJ..	W.	F F.	....	Shu 5550..	Ross.	Van..	5900
Guilder.....J	4	....	170	S–36x5	S–36x6d	Buda YTU	4–4½x6	32.4	Zen..	G..	Eis..	None..	B–L..	D..	B–L 55....	M–E..	Wis 1200..	R.	F F.	A..	Shu 610....	Ross.	Van..	7500
Guilder.....K5	5	....	170	S–36x6	S–40x6d	Buda YTU	4–4½x6	32.4	Zen..	G..	Eis..	None..	B–L...	D..	B–L 60....	M–E..	Wis 1600..	R.	F F.	B..	Shu 650....	Ross.	Van..	8800
Guilder.....L6-7	6	....	170	S–36x6	S–40x14	Buda BTU	4–5x6½	40.0	Zen..	G..	Eis..	None..	B–L..	D..	B–L 60....	M–E..	Wis 1600..	R.	F F.	A..	Shu 650....	Ross.	Van..	9600
Hahn.....B2	1¼	1800	136	S–34x5	S–34x5	Her OX	4–4x5	25.6	Str..	G..	Con..	RBos..	B–L..	D..	.....	Spi...	Cla 365....	S..	½ F	A..	Wis 10A...	Ross.	Opt..	2900
Hahn.....O	1½	2400	138	S–32x6	P–34x5d	Her OX	4–4x5	25.6	Str..	G..	RBos	RBos..	B–L..	D..	.....	Spi...	Wis 40A...	R.	....	A..	Wis 10A...	Ross.	Opt..	3800
Hahn.....K	2	2850	140°	S–36x4	S–36x7	Con K4	4–4½x5¼	27.2	Str..	G..	RBos	Del..	B–L..	D..	.....	Spi...	Tim 6462..	W.	....	A..	Tim 1520..	Ross.	Opt..	4700
Hahn.....K Spec	2½	3300	146°	S–36x4	S–36x7	Con K4	4–4½x5¼	27.2	Str..	G..	RBos	Del..	B–L..	D..	.....	Spi...	Tim 6566..	W.	F F.	A..	Tim 1520..	Ross.	Opt..	4900
Hahn.....L	3	3750	149°	S–36x4	P–36x5d*	Con L4	4–4½x5½	32.4	Str..	G..	RBos	Del..	B–L..	D..	.....	Spi...	Tim 6570D	W.	F F.	A..	Tim 1542..	Ross.	Opt..	5900
Hahn.....M	5	4250	152°	S–36x5	P–36x6d*	Con I4	4–4½x5½	32.4	Str..	G..	RBos	Del..	B–L..	D..	.....	Spi...	Tim 6766..	W.	F F.	A..	Tim 1630..	Ross.	Opt..	9200
Hahn.....M2	5	4750	174°	S–36x5	S–40x12	Con B5	4–4¾x6	36.1	Str..	G..	RBos	Del..	B–L..	D..	.....	Spi...	Tim 6766..	W.	F F.	A..	Tim 1730..	Ross.	Opt..	8300
Harvey.....WFC	2½	....	150°	P*–36x5	P*–36x10	Bu EBUY	4–4¼x5½	28.9	Str..	G..	Eis..	None..	B–L..	D..	B–L 55....	Spi...	Tim65660D	W.	F F.	A..	Tim 1544B	Ross.	Smi..	6800
Harvey.....WHB	3½	4250	160°	P*–36x6	S–36x12	BudaYBUI	4–4½x6	32.4	Str..	G..	Eis..	None..	Ful...	D..	B–L 60....	Spi...	She W–32..	W.	½ F	A..	She4FA20..	Ross.	Smi..	8950
Harvey.....WTT	TT	3500	125	P*–36x5	P*–36x10	BudaEBUI	4–4¼x5½	28.9	Str..	G..	Eis..	None..	B–L..	D..	B–L 55....	Spi...	Tim65660D	W.	F F.	A..	Tim 1544B	Ross.	Smi..	6750
Harvey.....WHT	TT	4250	125	S–36x6	S–36x12	BudaYBUI	4–4½x6	32.4	Str..	G..	Eis..	None..	Ful...	D..	B–L 60....	Spi...	She W–32..	W.	½ F	A..	She4FA20..	Ross.	Smi..	8900
Hug.....HA	2	....	118	P–34x5	P–34x5d	Buda WTU	4–3¾x5⅛	22.5	Zen..	V..	Spl..	.....	Ful...	D..	Ful.....	Blo..	Wis.....	R.	½ F	A..	Wis.....	Ross.	Van..	3670
Hug.....H4K	2½	2710	121	S–36x6	P–36x6d	Buda KTU	4–4x5¼	25.6	Zen..	V..	Spl..	None..	Ful...	D..	Ful.....	Blo..	Wis.....	R.	½ F	A..	Wis.....	Ross.	Smi..	4750
§Indiana.....14A	1½	....	117¼	P–30x5	P–34x7	Her OX	4–4x5	25.6	Str..	G..	Eis..	None..	B–L..	D..	B–L 31....	Blo..	She W1501	W.	½ F	A..	**She33FA500.**	Ross.	Bim..	3600
Indiana.....15	1½	....	145°	S–34x3½	S–34x6	Her OX	4–4x5	25.6	Str..	G..	Eis..	A–L*	B & B.	P..	B–L 35....	Spi...	She 4–1501	W.	½ F	A..	Sh33FA500	Ross.	Bim..	4113
Indiana.....25	2½	....	160	S–36x4	S–36x8	Her L	4–4½x5¾	32.4	Str..	G..	Eis..	Ref..	B & B.	P..	B–L 51....	Sne...	She W–21..	W.	½ F	A..	She D–370.	Woh.	.....	6300
Indiana.....26	3	....	159°	S–36x4	S–36x8	Her L	4–4½x5¾	32.4	Str..	V..	Eis..	Ref..	B & B.	P..	B–L 55....	Sne...	She W–21..	W.	½ F	A..	She D–370	Woh.	.....	6500
Indiana.....41	4	....	170	S–36x6	S–40x12	Wau DU	4–4½x6¼	32.4	Str..	V..	Eis..	Remy.	B & B.	P..	B–L 60....	Spi...	She W–32..	W.	½ F	A..	She 4FA20	Ross.	Smi..	9175
Indiana.....52	.....	....	182	S–36x6	S–40x12	Wauk EU	4–5x6¼	40.0	Str..	V..	Eis..	Opt..	B & B.	P..	B-L60 Max	Spi...	She W–52..	W.	½ F	A..	She 4FA20	Woh.	Smi.	9000
International.....S	1	....	124	P–32x4½	P–32x4½	Lyc–Spec	4–3½x5	19.6	Zen..	G..	Re..	Remy.	Lon..	P..	Own.....	M–M.	Eat.....	B..	½ F	A..	Eat.....	CAS.	.....	2900
International.....33	1½	....	128	S–36x4	S–36x6	Own 33	4–3¾x5	22.5	Own	G..	R Bos	None..	Own..	D..	Own 33....	Own..	Own 33....	I..	D D	A..	Own 33....	Own.	Own	4070
International.....SD-SL	1½	....	110°	P–30x5	P–32x6°	Lyc–Spec	4–3½x5	19.6	Zen..	G..	Re..	Remy.	Lon..	P..	Own.....	M–M.	Eat.....	B..	½ F	A..	Eat.....	CAS.	.....	3000
International.....43	2	....	130	P*–36x4	P*–36x7	Own 43	4–3¾x5	22.5	Own	G..	R Bos	Own..	Own..	D..	Own 43....	Own..	Own 43....	I..	D D	B..	Own 43....	Own.	Own.	4750
International.....63	3	....	140	P*–36x5	P*–36x8	Own 63	4–4¼x5	28.9	Own	G..	R Bos	Re..	Own..	D..	Own 63....	Own..	Own 63....	I..	D D	B..	Own 63....	Own.	Own.	5600
International.....103	5	....	160	S–36x5	S–40x14	Own	4–4¼x5	28.9	Own	G..	R Bos	Re*	Own..	D..	Own 103..	Own.	Own 103..	I..	D D	B..	Own 103..	Own.	Own.	7580
International.....43TT	.....	....	115	P*–36x4	P*–36x7	Own 43	4–3¾x5	22.5	Own	G..	R Bos	Opt..	Own..	D..	Own.....	Own.	Own 43....	I..	D D	A..	Own 43....	Own.	Own.	4780
International.....63TT	.....	....	120	P*–36x5	P*–36x8	Own 63	4–4¼x5	28.9	Own	G..	R Bos	Opt..	Own..	D..	Own.....	Own.	Own 63....	I..	D D	A..	Own 63....	Own.	Own.	5600
International.....103TT	.....	....	134	P*–36x5	P*–40x14	Own 103	4–4¼x5	28.9	Own	G..	R Bos	Opt..	Own..	D..	Own.....	Own.	Own 103..	I..	D D	A..	Own 103..	Own.	Own.	7435
Kearns.....O	1½	....	136°	S–32x6	P–32x6d*	Her OX	4–4x5	25.6	Zen..	....	A–L.	A–L.	Ful...	D..	Ful.....	.....	She.....	W.	½ F	....	.....	Ross.	.....	3900
Kearns.....N1	2	....	136°	S–34x4	P–34x7d*	Her O	4–4x5	25.6	Zen..	....	ABos	.....	Ful...	D..	Ful.....	.....	She.....	W.	.....	....	.....	Ross.	.....	
Kearns.....CL	2½	....	158	S–36x4	P–36x8d*	Her L	4–4½x5¾	32.4	Zen..	....	.....	.....	Ful...	D..	Ful.....	.....	She.....	I..	½ F	A..	She.....	Ross.	.....	5400
Kearns.....T-TF	3½–5	....	160°	S–36x5	P–36x5d*°	Wis VAU	4–4½x6	32.4	Zen..	....	.....	.....	Ful...	D..	Ful.....	.....	She.....	W.	½ F	A..	She.....	Ross.	.....	7850
Kelly-Springfield.....K76	1½	2900	150	S–36x4	S–36x7	Con K4	4–4½x5¼	27.2	Zen..	G..	Eis..	Opt..	B & B.	P..	B–L 51....	Spi...	Own.....	W.	½ F	A..	Own.....	Ross.	StM.	5857
Kelly-Springfield.....K76	2½	3600	154	P*–36x5	P*–36x10	Con L5	4–4¼x5½	28.9	Zen..	G..	Eis..	Opt..	B & B.	P..	B–L 55....	Pet...	Own.....	W.	½ F	A	Own.....	Ross.	StM.	6400
Kelly-Springfield.....K75	2½	3600	154	P*–36x5	P*–36x10	Con L5	4–4¼x5½	28.9	Zen..	G..	Eis..	Opt..	B & B.	P..	B–L 55....	Pet...	Cla 2–H...	I..	F F.	D..	Own.....	Ross.	Cla.	6300
Kelly-Springfield.....K41	3½	4400	156	S–36x5	S–36x12	Own K-41	4–4½x6½	32.4	Zen..	G..	Eis..	Opt..	B & B.	P..	B–L 60....	Pet...	Cla 3–H...	I..	F F.	D.	Own K41.	Gem	Cla.	7740
Kelly-Springfield.....K61	7	5000	156	S–36x6	S–36x7d	Own K-61	4–4½x6½	32.4	Zen..	G..	Eis..	Opt..	B & B.	P..	B–L 60....	Pet...	Cla 5–H...	I..	F F.	D.	Own K–61.	Gem	Cla.	9025
Kelly-Springfield..K-100	7	5000	158	S–36x6	S–40x14	Own	4–4½x6½	32.4	Zen..	G..	Eis..	Opt..	B & B.	P..	B-L60 Max	Pet...	Own.....	C..	D D	....	Own.....	Gem	Smi.	9400
Kelly-Spr'field..K-70TT	.....	2900	120	S–36x4	S–36x7	Con K-4	4–4½x5¼	27.2	Zen..	G..	Eis..	Opt..	B & B.	P..	B–L 51....	Spi...	Own K70..	W.	½ F	A..	Own K70..	Ross.	StM.	5387
Kelly-Spr'field..K-756TT	.....	3600	124	S–36x5	S–36x10	Con L-5	4–4¼x5½	28.9	Zen..	G..	Eis..	Opt..	B & B.	P..	B–L 55....	Pet...	Cla 2–H°..	I..	F F.	D..	Own K75°.	Ross.	Cla°	6300
Kelly-Spr'field..K-41TT	.....	4400	126	S–36x5	S–36x12	Own K-41	4–4½x6½	32.4	Zen..	G..	Eis..	Opt..	B & B.	P..	B–L 60....	Pet...	Cla 3–H...	I..	F F.	D..	Own K41..	Gem	Cla.	7740
Kelly-Spr'field..K-42TT	.....	3900	126	S–36x5	S–40x5	Own K-42	4–4½x6½	32.4	Zen..	G..	Eis..	Opt..	B & B.	P..	B–L 60....	Pet...	Std 607–5..	W.	½ F	A..	Own K-42.	Gem	Smi.	8100
Kelly-Spr'field..K-61TT	.....	5000	126	S–36x6	S–36x7d	Own K-61	4–4½x6½	32.4	Zen..	G..	Eis..	Opt..	B & B.	P..	B–L 60....	Pet...	Cla 5–H...	I..	F F.	D..	Own K-61.	Gem	Cla.	9025
Kelly-Spr'field K-100TT	.....	5000	143	S–36x6	S–40x14	Own	4–4½x6½	32.4	Zen..	G..	Eis..	Opt..	B & B.	P..	B-L60 Max	Pet...	Own.....	C..	D D	A..	Own.....	Gem	Smi.	9400
Kenworth.....OS-OL	1–1½	2150	131°	S–30x5	S–30x5	Buda WTU	4–3¾x5⅛	22.5	Str..	V..	Re..	Remy.	B–L..	D..	B–L 31....	Spi...	SheW1002°	W.	½ F	A..	**She33FA500.**	Ross.	Smi.	4100
Kenworth.....M	2	3100	150	S–36x4	S–36x7	Buda KBU	4–4x5¼	25.6	Zen..	V..	RBos	Remy.	B–L..	D..	B–L 35....	Spi...	She W-103.	W.	½ F	A..	She D343..	Ross.	Smi.	4620
Kenworth.....K-S	3	3750	160	P*–36x4	P–36x4d*	Buda EBU	4–4¼x5½	28.9	Zen..	V..	RBos	Remy.	B & B.	P..	Cot RU...	Spi...	She W–21..	W.	½ F	A..	She D-370.	Ross.	Smi.	6300
Kenworth.....L	4	4500	170	P*–36x5	P–40x5d*	Buda YBU	4–4½x6	32.4	Zen..	V..	RBos	Remy.	B & B.	P..	Cot S.....	Spi...	She W–32..	W.	½ F	A..	She4FA20..	Ross.	Smi.	8800
Kenworth.....RS	5	5500	178	S–36x6	S–40x14	Buda BTU	4–5x6½	40.0	Zen..	V..	RBos	Remy.	B–L..	D..	B-L60 Max	Spi...	She W–51..	W.	½ F	A..	She5FA30.	Ross.	Smi.	9750
Kimball.....AC	2½	3960	Opt	P*–36x5	S–36x10	Wis UAU	4–4¼x6	28.9	Zen..	V..	Spl..	Spl... Wes..	B–L..	D..	B–L 50....	Pet...	Tim 6560..	W.	F F.	A..	Tim 1542..	Ross.	Smi.	6000
King Zeitler.....25	1	....	134°	P–30x5	P–30x5	Con S4	4–4¼x4½	28.9	Str..	G..	Eis..	ABos*	B–L..	D..	B–L 31....	Pic...	Tim 5620..	S..	½ F	A..	Tim 1250..	Ross.	StM.	3500
King Zeitler.....30	1½	....	140°	P*–34x5	P*–34x6	Con S4	4–4¼x4½	28.9	Str..	G..	Eis..	ABos*	B–L..	D..	B–L 31....	Pic...	Tim 6258..	W.	½ F	A..	Tim 1460..	Ross.	StM.	3750
King Zeitler.....40	2	....	156°	P*–34x5	P*–34x7	Con S4	4–4¼x4½	28.9	Str..	G..	Eis..	ABos*	B–L..	D..	B–L 31....	Pic...	Tim 6462..	W.	½ F	A..	Tim 1526..	Ross.	StM.	4300
King Zeitler.....42A	2	....	156°	P–32x6	P–34x7	Con 6M-6	6–3⅜x4½	27.3	Str..	G..	ABos	ABos..	B–L..	D..	B–L 31....	Pic...	Tim 5620..	B.	F F.	A..	Tim 1460..	Ross.	StM.	3750
King Zeitler.....45	2½	....	156°	P*–36x5	P*–36x8	Con S4	4–4¼x4½	28.9	Str..	G..	Eis..	ABos*	B–L..	D..	B–L 35....	Pic...	Tim 6566..	W.	F F.	A..	Tim 1544B	Ross.	StM.	5400
King Zeitler.....60	3	....	156°	P*36x5	P*–36x10	Con K4	4–4½x5¼	27.2	Str..	G..	Eis..	ABos*	B–L..	D..	B–L 51....	Pic...	Tim 6570..	W.	F F.	A..	Tim 1544B	Ross.	StM.	5400
King Zeitler.....75	3½	....	156°	P*–36x6	P*–40x12	Con L4	4–4½x5½	32.4	Str..	G..	Eis..	ABos*	B–L..	D..	B–L 55....	Pic...	Tim 6666..	W.	F F.	A..	Tim 1632B	Gem.	StM.	7200
King Zeitler.....90	5	....	168°	S–36x7	S–40x14	Con B5	4–4¾x6	36.1	Str..	G..	Eis..	ABos*	B–L..	D..	B–L 60....	Spi...	Tim 6760..	W.	F F.	A..	Tim 1732B	Gem.	StM.	8600
Kissel.....1	1	1585	140	P–34x5	P–34x5	Own	4–3⅞x5½	24.1	Str..	V..	Re..	Remy.	W–G.	D..	W–G T38L	Spi...	Tim 6258..	W.	½ F	A..	Tim 1452..	Jac..	Std..	3730
Kissel.....1½	1½	1975	152	P*–36x3½	P*–36x6	Own 40000	4–3⅞x5½	24.1	Str..	V..	Eis..	Re*..	W–G.	D..	W–G T38L	Spi...	Tim 6462..	W.	½ F	A..	Tim 1526..	Jac.	Pru.	4100
Kissel.....2½	2½	2875	168	S–36x4	P*–36x8	Own 50000	4–4¼x5½	28.9	Str..	V..	Eis..	Re*..	W–G.	D..	W–G T53..	Spi...	.....	W.	F F.	....	.....	Jac.	Pru.	5100
Kissel Heavy Duty.....	4	3675	168	P*–36x5	P*–36x12	Own 14000	4–4¼x5½	28.9	Str..	V..	Eis..	Re*..	W–G.	D..	W–G T53..	Spi...	She W–31..	W.	½ F	A..	She 4FA20	Ross.	Smi.	7200
Kissel Goliath.....	5	4385	168	S–36x6	S–40x14	Buda BTU	4–5x6½	40.0	Str..	V..	Eis..	.....	B–L..	P..	W–G.....	Spi...	She W–32..	W.	½ F	....	She 3FA20	Ross.	Smi.	8500
Kleiber.....1	1	2600	130	S–34x4	S–34x6	Con J4	4–3¾x5	22.5	Str..	V..	RBos	None..	B–L..	D..	B–L 35....	Spi...	Tim 6462..	W.	½ F	A..	Tim.....	Ross.	Smi.	.....
Kleiber.....1½	1½	3100	147	P*–36x4	P*–36x7	Con K4	4–4½x5¼	27.2	Str..	V..	RBos	None..	B–L..	D..	B–L 50....	Spi...	Tim 6462..	W.	½ F	A..	Tim 1544B	Ross.	Smi.	4300
Kleiber.....2½	2½	3850	163	P*–36x5	P–36x5d*	Con L4	4–4½x5½	32.4	Str..	V..	RBos	RBos*	B–L..	D..	B–L 51....	Spi...	Tim 6506D	W.	F F.	A..	Tim 1544B	Ross.	Smi.	6500
Kleiber Special.....	3	4100	163	S–36x5	P–36x5d*	Con L4	4–4½x5½	32.4	Str..	V..	RBos	RBos..	B–L..	D..	B–L 60....	.....	Tim 6570D	.....	.....	....	Tim 1544B	Ross.	Smi.	.....
Kleiber.....3½	3½	4850	170	P*–36x5	P–36x6d*	Con B5	4–4¾x6	36.1	Str..	V..	RBos	RBos*	B–L..	D..	B–L 60....	Spi...	Tim 6666..	W.	F F.	A..	Tim 1632B	Ross.	Smi.	7860
Kleiber.....5	5	5300	185	P*–36x6	P*–40x14	Con B-5	4–4¾x6	36.1	Str..	B..	RBos	None..	B–L..	D..	B–L 60....	Spi...	Tim 6760..	W.	F F.	A..	Tim 1730..	Ross.	Smi.	10400
Lange.....	1½	2950	145°	P*–34x4	P*–34x6	Con J4	4–3¾x5	22.5	Str..	V..	Apo..	None..	B–L..	D..	B–L 35....	Pet...	Tim 6462A	W.	½ F	A..	Tim 1526..	Ross.	Hoo..	4025
Lange.....E	2½	3650	149½	P*36x4	P*–36x8	Con J4	4–4⅛x5¼	27.2	Str..	V..	Apo..	None..	B–L..	D..	B–L 51....	Pet...	Tim 6566D	W.	F F.	A..	Tim 1544B	Ross.	Hoo..	5650
Lange.....	3	....	156	S–36x4	S–36x10	Con 6B	4–3¾x5	33.7	Str..	V..	Apo..	None..	B–L..	D..	B–L 55....	Pet...	Tim 6570D	W.	F F.	A..	Tim 1544B	Ross.	Hoo..	6400
Lange.....F	3½	4650	168°	S–36x5	S–36x12	Con L-4	4–4½x5½	32.4	Str..	V..	Apo..	None..	B–L..	D..	B–L 55....	Pet...	Tim 6666..	W.	F F.	A..	Tim 1632B	Ross.	Hoo..	9100
Larrabee.....AI	1¾	....	133	P–29x4½	P–29x4½	Con	6–3½x4¼	23.4	Zen..	G..	ABos	ABos..	B–L..	P..	B–L.....	Spi...	Sal.....	S..	½ F	....	Sal.....	Gem.	Ind..	2730
§Larrabee-Deyo.....X-21	1¾	....	138°	S–32x6	S–32x6	Con 8R	6–3⅝x4½	27.3	Zen..	G..	ABos	ABos..	B–L..	D..	B–L 31....	Spi...	Tim 5620..	S..	½ F	A..	Tim 1250..	Gem.	Smi.	3550
§Larrabee.....XJ	1½	....	168	S–34x7	S–34x7	Con 8R	6–3⅝x4½	27.3	Zen..	G..	ABos	ABos..	B–L..	D..	B–L 31....	Spi...	She W1501	W.	½ F	A..	She D485..	Ross.	Smi.	4300
Larrabee.....XH	2¼	3200	168	S–34x7	S–34x7	Con 6B	6–3¾x5	33.7	Zen..	G..	ABos	ABos..	B–L..	D..	B–L 31....	Spi...	She W1501	W.	½ F	A..	She D485..	Ross.	Smi.	4450
Larrabee.....K-S	2½	....	176°	P*–36x4	P*–36x8	Con L-4	4–4½x5½	32.4	Zen..	G..	ABos	None..	B–L..	D..	B–L 51....	Spi...	She W–22..	W.	½ F	A..	She D–370.	Ross.	Smi.	5700
Larrabee.....L-6	3½	....	192	P*–36x5	P*–36x10	Con B5	4–4¾x6	36.1	Zen..	G..	ABos	ABos*	B–L..	D..	B–L 60....	Spi...	She W–32..	W.	½ F	A..	She 4FA20.	Ross.	Smi.	9650
Lehigh.....	2	1795	146	S–32x6	S–32x6	Her O	4–4x5	25.6	Zen..	V..	ABos	ABos..	Cov...	D..	Cov JUC..	Pet...	Eat 1502..	S..	½ F	A..	Eat 750...	Ross.	Van..	3270
LeMoon.....GP-1	1	....	151	P–34x5	P–34x5	Con S4	4–4¼x4½	28.9	Str..	G..	ABos	ABos..	B–L..	D..	B–L 31....	Spi...	Cla B365..	S..	½ F	A.	Tim 1250..	Ross.	StM.	3700
LeMoon.....GP-1-1½	1½	....	Opt	S–34x4	S–34x6	Con S-4	4–4¼x4½	28.9	Str..	G..	ABos	ABos*	B–L..	D..	B–L 31....	Spi...	Tim 6258..	W.	½ F	A..	Tim 1452..	Ross.	StM.	5400

American Gasoline Truck Chassis Specifications—Continued

MAKE AND MODEL	GENERAL			TIRES		ENGINE					ELECTRICAL SYSTEM		TRANSMISSION			REAR AXLE				MISCELLANEOUS			
									Fuel System				Clutch		Gearset								
	Tons Capacity	Chassis Price $	Standard Wheelbase (In.)	Front, Size and Type (In.)	Rear, Size and Type (In.)	Make and Model	No. Cylinders, Bore and Stroke (In.)	Governor Make	Carbureter Make	Fuel Feed	Ignition System Make	Generator and Starter Make	Make	Type	Make and Model	Universals Make	Make and Model	Final Drive	Type	Brakes	Front Axle Make	Steering Gear Make	Wheels Make	Chassis Weight (Lbs.)
LeMoon.....GP-2	2	....	Opt	S-34x4	S-34x7	Con S-4	4-4¼x4½	28.9	Str..	G..	ABos	ABos*	B-L..	D..	B-L 31....	Spi..	Tim 6462..	W..	½ F	A..	Tim 1520..	Ross.	StM.	6300
LeMoon.....GP-3	2½	....	Opt	S-36x4	S-36x8	Con K-4	4-4½x5½	27.2	Str..	G..	ABos	ABos*	B-L..	D..	B-L 51....	Own..	Tim 6566..	W..	F F.	A..	Tim 1542..	Ross.	StM.	4100
LeMoon.....GP-4	3½	....	Opt	S-36x5	S-36x5	Con L4	4-4½x5½	32.4	Str..	G..	ABos	ABos*	B-L..	D..	B-L 55....	Own..	Tim 6666..	W..	F f.	A..	Tim 1630B	Ross.	StM.	6000
LeMoon.....G-5	5	....	Opt	S-36x6	S-40x6	Con B-5	4-4¾x6	36.1	Str..	G..	ABos	ABos*	B-L..	D..	B-L 60Max	Own..	Tim 6766..	W.	F F	A..	Tim 1730..	Ross.	StM.	8000
Luedinghaus.....	1	....	130	P-34x4½	P-34x4½	Wau V	4-4x5	25.6	Zen..	G..	Spl..	Dyn..	B & B.	P..	D-G D-Y....	.....	Wis 800G..	W..	½ F	A..	Col 5000..	Lav..	.....	2850
Luedinghaus.....	1½	....	144°	P*-34x3½	P*-34x5	Wau Y	4-4x5¼	25.6	Zen..	G..	Spl..	Dyn*	B-L..	P..	B-L 31....	Spi..	Wis 800H..	W..	½ F	A..	Shu 510...	Lav..	.....	4500
Luedinghaus.....	2½	....	145°	P*-36x4	P*-36x8	Wau FU	4-4x5¾	25.6	Zen..	....	Spl..	None..	B & B.	P..	Ful.....	.....	Tim 6566..	W.	F F	A..	Shu 510...	Lav..	.....	4900
Luedinghaus.....	3½	....	160°	P*-36x6	S*-36x6	Wau DU	4-4½x6¼	32.4	Zen..	G..	Spl..	Dyn*	B-L..	P..	B-L 55....	Spi..	Tim 6666..	W.	F F	A..	Shu 610...	Ross.	Bim..	7760
Luedinghaus.....	5	....	160°	P*-36x6	P*-40x6	Wau EU	4-5x6¼	40.0	Zen..	G..	Spl..	Opt*..	B-L..	D..	B-L 60....	Spi..	Tim.....	W.	F F	A..	.....	Ross.	.....	9500
Maccar.....EX	1¼	....	138	P-34x5	P-34x5	Wis SU	4-4x5	25.6	Zen..	V..	ABos	ABos..	B-L..	D..	B-L 31....	Spi..	Sal 1526E..	B..	¾ F	A..	Sal 1525E..	Ross	Van..	3400
Maccar.....46	2	....	150	S-32x6	S-34x7	Wis Y	6-3¾x5	27.3	Zen..	V..	Remy	Remy.	B-L...	D..	B-L 35....	Pic....	Wis 70....	R..	½ F	A..	Shu 5410..	Ross	Van..	4700
§Maccar.....HI-3	3	....	175	P*-36x4	S-36x5d	Wis UAU°	4-4¼x6	28.9	Zen..	V..	Eis..	ABos*	B-L..	D..	B-L 51....	Spi..	Tim 6566..	W.	F F	A..	Tim 1544B	Ross	Day..	6300
Maccar.....M2	4	....	176	S-36x5	S-36x6d	Wis VAU	4-4½x6	32.4	S-Z..	V..	Eis..	ABos*	B-L..	D..	B-L 55....	Spi..	Tim 6666..	W.	F F	A..	Tim 1632B	Ross	Day..	7300
Maccar.....GI	5	....	186	S-36x6	S-40x6d	Wis RBU	4-5x6	40.0	S-Z..	V..	Eis..	ABos*	B-L..	D..	B-L 60....	Spi..	Tim 6760..	W.	F F	A..	Tim 1732B	Ross	Day..	8975
Mack.....AB	1½	....	146½°	S-36x4	S-36x3½d	Own AB	4-4x5	25.6	Str..	G..	Spl..	N-E*.	Own..	D..	Own AB..	Spi..	Own AB...	C°.	DD°	B..	Own AB...	Own.	.....	.....
Mack.....AB	2	....	146½°	S-36x4	S-36x4d	Own AB	4-4¼x5	28.9	Str..	G..	Spl..	N-E*.	Own..	D..	Own AB..	Spi..	Own AB...	R°.	F F°	B.	Own AB...	Own.	.....	.....
Mack.....AB	2½	....	146½°	S-36x4	S-36x4d	Own AB	4-4¼x5	28.9	Str..	G..	Spl..	N-E*.	Own..	D..	Own AB..	Spi..	Own AB...	C°.	DD°	B..	Own AB...	Own.	.....	.....
Mack.....AC	3½	....	156°	S-36x5	S-40x5d	Own AC	4-5x6	40.0	Str..	G..	Spl..	N-E*.	Own..	P..	Own AC..	Spi..	Own AC...	C..	D D	D..	Own AC...	Own.	.....	.....
Mack.....AC	5–6½	....	156°	S-36x6	S-40x6d°	Own AC	4-5x6	40.0	Str..	G..	Spl..	N-E*.	Own..	P..	Own AC..	Spi..	Own AC...	C..	D D	D..	Own AC...	Own.	.....	.....
Mack.....AC	7½	....	156°	S-36x7	S-40x7d	Own AC	4-5x6	40.0	Str..	G..	Spl..	N-E*.	Own..	P..	Own AC..	Spi..	Own AC...	C..	D D	D..	Own AC...	Own.	.....	.....
Mack.....AB-TT	5	....	122½	S-36x4	S-36x4	Own AB	4-4¼x5	28.9	Str..	G..	Spl..	N-E*.	Own..	D..	Own AB..	Spi..	Own AB...	C..	D D	B..	Own AB...	Own.	.....	.....
Mack.....AC-TT	7	....	128	S-34x5	S-36x5d	Own AC	4-5x6	40.0	Str..	G..	Spl..	N-E*.	Own..	P..	Own AC..	Spi..	Own AC...	C..	D D	D..	Own AC...	Own.	.....	.....
Mack.....AC-TT	10–13	....	128	S-34x6	S-34x6d	Own AC	4-5x6	40.0	Str..	G..	Spl..	N-E*.	Own..	P..	Own AC..	Spi..	Own AC...	C..	D D	D..	Own AC...	Own.	.....	.....
Mack.....AC-TT	15	....	128	S-34x7	S-36x7d	Own AC	4-5x6	40.0	Str..	G..	Spl..	N-E*.	Own..	P..	Own AC..	Spi..	Own AC...	C..	D D	D..	Own AC...	Own.	.....	.....
Master.....11-B	1–1¼	....	132	P-35x5	P-35x5	Buda WTU	4-3¾x5½	22.5	Zen..	G.	Wes°	Wes°.	Ful..	D..	Ful SU....	Spi..	Tim 5620°.	B°.	½ F	A..	Tim.....	Ross	StM.	3200
Master.....21	1½	2290	142	S-34x4	S-36x7	BudaKBUI	4-4x5¼	25.6	Zen..	V..	Eis..	None..	Ful..	D..	Ful SU....	Spi..	Tim 6462..	W.	½ F	A..	She 550....	Ross	Pru..	4300
Master.....45	2½–3	....	154°	S-36x6	S-36x10	Jackson	4-4¼x6½	28.9	Str..	....	Spl..	.....	Ful..	D..	Ful 60....	Spi..	Tim 6566..	W.	.....	A..	Tim 1544B	Ross	.....	6400
Master.....41	3	....	154°	S-36x5	S-36x10	BudaEBUI	4-4¼x5½	28.9	Str..	....	Spl..	.....	Ful..	D..	Ful 60....	Spi..	Tim 6566..	W.	.....	A..	Tim 6544B	Ross	.....	.....
Master.....51	3½	....	158°	S-36x5	S-40x12	BudaYBUI	4-4½x6	32.4	Str..	....	Spl..	.....	Ful..	D..	Ful 60....	.....	Tim 6666..	W.	.....	A..	Tim 6630B	Ross	.....	8400
Master.....55	3½–4	....	158°	S-36x5	S-40x12	Jackson	4-4¼x6½	28.9	Str..	....	Spl..	.....	Ful..	D..	Ful 60....	.....	Tim.....	W.	.....	A..	Tim.....	Ross	.....	.....
Master.....61	5	....	158	S-36x5	S-40x12	BudaYBUI	4-4½x6	32.4	Zen..	V..	Eis..	None..	Ful..	D..	Ful.....	Spi..	Tim 6760..	W.	F F	A..	Tim 1630..	Ross	Smi..	8400
Master.....64	5½	....	170	S-36x6	S-40x14	Buda BTU	4-5x6½	40.0	Zen..	V..	Eis..	None..	Ful..	D..	Ful.....	Spi..	Tim 6760..	W.	F F	A..	Tim 1730B	Ross	Smi..	9800
§Menominee.....	1	....	132	P-35x5	P-35x5	Wis SU	4-4x5	25.6	Zen..	G.	Eis..	ABos..	B & B.	P..	Det KY400	Blo..	Col.....	S..	½ F	A..	Col.....	Lav..	Std..	2925
Menominee.....H-HT	1½–1½	....	130°	P*-34x3½	P*-36x5	Wis SU	4-4x5	25.6	Zen..	V..	Eis..	ABos..	Det..	D..	Cot AAU..	Spi..	Wis 800H..	W.	½ F	A..	Shu 510...	Ross	Std..	3525
Menominee.....D	2½	....	144	P*-36x4	P*-36x8	Wis TAU	4-4x6	25.6	Str..	G.	Eis..	ABos*	Det..	D..	Cot AU....	Spi..	Wis 800I..	W.	½ F	A..	Shu.....	Ross	Std..	4870
Moreland.....RR	1	1875	130	S-30x5	P-30x5	Her OBX	4-4x5	25.6	Zen..	G..	A-L..	A-L..	B-L..	D..	B-L 31....	Pet..	Tim 5518..	S..	½ F	A..	Tim 1250..	Ross	.....	3335
Moreland.....RC	1	2280	180	P-32x6	P-32x6	Her OBX	4-4x5	25.6	Zen..	G..	A-L..	A-L..	B-L..	D..	B-L 30....	Pet..	Tim 5512..	B..	½ F	A..	Tim 1250..	Ross	Own.	3850
Moreland.....BX	1½	2275	132	S-36x3½	S-36x7	Her OBX	4-4x5	25.6	Zen..	G..	A-L..	A-L..	B-L..	D..	B-L 31....	Pet..	Tim 6467S.	W.	½ F	A..	Tim 1460..	Ross	Smi..	4125
Moreland.....EC	2	3780	178	P-34x5	P-34x5	Con K-4	4-4½x5¼	27.3	.....	V..	Spl..	Opt..	B-L..	D..	B-L 51....	Pet..	Tim 6414..	W.	½ F	....	Tim 1550..	Ross	Budd	4590
Moreland.....EXX	2½	3375	150	P*-36x4	P*-36x8	Con K-4	4-4½x5¼	27.3	.....	V..	Spl..	A-L*.	Own..	D..	Own.....	Pet..	Tim 6567..	W.	½ F	A..	Tim 1544B	Ross	Smi..	5450
Moreland.....ACBus	3	4700	187	P-36x6	S-36x6	Con L-4	4-4½x5½	32.4	.....	V..	Spl..	Opt..	B-L..	D..	B-L 51....	Pet..	Tim 6516..	W.	F F	A..	Tim 1550..	Ross	Budd	5660
Moreland.....AXX	3½	4000	174	P*-36x5	P*-36x10	Con L-4	4-4½x5½	32.4	.....	V..	Spl..	A-L*.	Own..	D..	Ow.23C670	Pet..	Tim 6570S.	W.	F F	A..	Tim 1544B	Ross	Smi..	6535
Moreland.....RX	5	5000	192	S-36x6	S-40x7	Con B-5	4-4¾x6	36.1	.....	V..	Spl..	A-L*.	Own..	D..	Own 23H..	Pet..	Tim 6666..	W.	F F	A..	Tim 1632B	Ross	Smi..	8180
§Nash.....2018	1	1595	130	P*-34x4	P*-34x5	Own 4	4-3¾x5¼	22.5	Str..	G.	Eis..	A-L..	B & B.	P..	D-GC.....	Own..	Cla 1-D...	I..	D D	D..	Own 2018..	Lav..	A–W.	3400
§Nash.....3018	2	2150	144	P*-34x4	P*-34x7	Own 4	4-3¾x5¼	22.5	Str..	G.	Eis..	A-L..	B & B.	P..	D-GC.....	Own..	Cla 2-D...	I..	F F	B..	Own 3018..	Lav..	A–W.	3850
National.....M	2	....	137°	P-34x5	P-36x6	Wau Y	4-4x5¼	25.6	Zen..	G.	ABos	ABos..	B-L..	D..	B-L 30....	Spi..	Tim 6460..	W.	½ F	A..	Tim 1520..	Ross	Van..	4000
National.....T	3	....	152	P*-36x5	P*-36x10	Wau CU	4-4¾x5¾	30.6	Zen..	G.	ABos	None..	H-S..	O..	B-L 51....	Spi..	Tim 6566..	W.	F F	A..	Tim 1544B	Ross	Van..	6200
National.....50-51	3	4585	256°	S-36x5	S-36x12	.....	4-4¾x5¾	36.1	Zen..	G.	ABos	ABos..	H-S..	O..	B-L.....	.....	Tim.....	W.	F F	A..	Tim.....	Ross	.....	.....
National.....NB	3½	....	164	P*-36x6	P*-36x6	Wau DU	4-4½x6¼	32.4	Zen..	G.	Eis..	None..	H-S..	O..	B-L 55....	Spi..	Tim 6666..	W.	F F	A..	Tim 1630B	Ross	Smi..	7650
Noble.....A-76	1	1775	143	S-30x5	S-32x6	Buda WTU	4-3¾x5⅛	22.5	Str..	V..	Spl..	ABos..	Ful..	D..	Ful SU12..	Blo..	Cla B-360°	B..	½ F	B.	Shu 310...	Ross	Bim..	3400
§Noble.....A-21	1½	2240	144	S-32x6	S-34x7	Buda WTU	4-3¾x5⅛	22.5	Str..	V..	Spl..	ABos..	Ful..	D..	Ful LTU 4	Blo..	She 1501...	W.	½ F	....	Shu 310...	Ross	Bim..	3800
Noble.....B-31	2	2900	160	P*-36x4	P*-36x7	Buda KTU	4-4x5¼	25.6	Str..	V..	Spl..	ABos..	Ful..	D..	Ful GU 14	M–E..	She 103...	W.	½ F	A..	She D343..	Lav..	Bim..	4850
Noble.....D-51-52	2½–3	....	162°	S-36x5	S-36x10	Buda ETU	4-4¼x5½	28.9	Str..	V..	Spl..	ABos..	Ful..	D..	Ful.....	Blo..	She W21..	W.	½ F	A..	She 370...	Lav..	Bim..	5800
Noble.....E-71-72	3½–4	3995	164°	P*-36x5	P*-36x12°	Buda YTU	4-4½x6	32.4	Str..	V..	Spl..	ABos..	Ful..	D..	W-GT53..	Blo..	She W-30..	W.	½ F	A..	She 4FA20.	Lav..	Bim..	7250
Northway.....Rocket	1¼	1390	138	S-32x4½	S-32x4½	Own R	6-3½x5	23.4	Sch..	....	ABos	ABos..	.....	.....	.....	.....	.....	.....	.....	.....	.....	Ross.	.....	2750
Northway.....C3	3	3500	161°	S-36x5	S-36x10	Own C	4-4x6	25.6	Sch..	V..	ABos	ABos..	.....	.....	.....	.....	.....	.....	.....	.....	.....	Ross.	.....	6060
Northway.....C5	5	4500	160°	S-36x6	S-40x12	Own C	4-4x6	25.6	Sch..	V..	ABos	ABos..	.....	.....	.....	.....	.....	R..	.....	.....	.....	Ross.	.....	7260
Ogden.....A2	1	....	125	P-34x5	P-34x5	Con N	4-3¾x5	22.5	Zen..	V..	Eis..	Remy.	B-L..	D..	B-L 30....	Pic..	Tim 6258..	W.	½ F	A..	Tim 1250..	Ross	Bim..	3100
Ogden.....D2	1½	....	136	S-36x3½	S-36x5	Con J4	4-3¾x5	22.5	Zen..	V..	Eis..	Remy.	B-L..	D..	B-L.....	Pic..	Tim 6462..	W.	½ F	A..	Tim.....	Ross	Bim..	3400
Ogden.....E2	2½	....	160	S-36x4	S-36x8	Con K4	4-4½x5¼	27.2	Zen..	G.	Eis..	Remy.	B-L..	D..	B-L 51....	Pic..	Tim.....	W.	F F	A..	Tim.....	Ross	Smi..	5600
Ogden.....F	3½	....	178	S-36x5	S-40x12	Con L-4	4-4½x5½	32.4	Zen..	V..	Eis..	None..	B-L..	D..	B-L 55....	Spi..	Tim 6666..	W.	F F	A..	Tim 1630B	Ross	Smi..	7300
Ogden.....G	5	....	175	S-36x6	S-40x12	Con B-5	4-4¾x6	36.1	Zen..	G.	Eis..	Ves..	B-L..	D..	B-L 60....	M–E..	Tim 6766..	I..	....	A..	Tim 1540B	Ross	Smi..	8600
Oshkosh.....AW-AAW	2	3080	130°	P-36x6	P-36x6	Wis SU	4-4x5	25.6	Str..	V..	A-L..	A-L..	B-L..	D..	B-L 35....	Pet..	Own A....	B..	F F	A..	Own A....	Ross	Roy..	4250
Oshkosh.....BO-BBO	2½	3875	146°	P-40x8	P-40x8	Her O	4-4x5	25.6	Str..	V..	A-L..	A-L..	B-L..	D..	B-L 51....	Pet..	Own BO°.	B..	F F	B.	Own BO°.	Ross	Roy..	5400
Oshkosh.....M-MM	2½	2875	146°	S-36x6	S-36x8	Her OX	4-4x5	25.6	Zen..	V..	Spl..	.....	B-L..	D..	B-L 51....	Blo..	Wis F65B..	R..	F F	A..	Wis 20....	Han.	Van..	5275
Oshkosh.....H-HH	3	4175	146°	S-36x6	S-36x8	Her L	4-4½x5¾	32.4	Zen..	V..	Spl..	.....	B-L..	D..	B-L 51....	Blo..	Own H....	R..	F F	B.	Own H....	Han.	StM.	6975
Oshkosh.....F	5	5400	146	P*-36x8	S-36x12	Wau	4-5x6¼	40.0	Zen..	G.	Spl..	None..	Ful..	D..	Ful.....	Blo..	Own.....	B..	F F	A..	Own.....	Han.	Cla..	8350
Overland.....91	½	395	100	P-30x3½	P-30x3½	Own 91	4-3½x4	19.6	Til..	G..	A-L..	A-L..	B & B.	P..	Own 91....	Own..	Own 91...	B..	½ F	A..	Own 91....	Own.	Hay..	1472
Patriot.....17R	1¼	....	129	P-30x5	P-32x6	Buda WTU	4-3¾x5⅛	22.5	Zen..	V..	ABos	ABos..	B & B.	P..	.....	The..	Tim 6258..	W.	½ F	A..	Shu.....	CAS.	Bim..	3200
Patriot.....30	1½	....	144	S-36x4	S-36x7	Buda WTU	4-3¾x5⅛	22.5	Zen..	V..	ABos	ABos..	B-L..	D..	B-L 35....	The..	Tim 6462..	W.	½ F	A..	Shu.....	Ross	Bim..	4250
Patriot.....35	2	....	144	S-36x4	S-36x7	Hin 400	4-4x5¼	25.6	Zen..	V..	ABos	.....	B-L..	D..	B-L 35....	The..	Tim 6462..	W.	½ F	A..	Shu.....	Ross	Bim..	4400
Patriot.....50	2½	....	156	S-36x5	S-36x10	Hin 400	4-4x6¼	25.6	Zen..	V..	ABos	.....	B-L..	D..	B-L 51....	The..	Tim 6566..	W.	F F	A..	Shu.....	Ross	Bim..	5300
Patriot.....55-55X	3	....	156	S-36x5	S-36x10	Hin 200	4-4½x5½	32.4	Zen..	V..	ABos	.....	B-L..	D..	B-L 51°..	The..	Tim 6566..	W.	F F	A..	Shu.....	Ross	Bim..	5500
Pendell.....B (bed low)	1½	2800	156	P-30x5	P-32x6	Her	4-4x5	25.6	Str..	G.	A-L..	A-L..	Ful..	D..	Ful SU 12	The..	Own.....	C..	D D	B..	Own.....	Jac..	Own.	4800
Penn.....	1	780	122	P-30x3½	P-32x4½	Overland	4-3½x4	19.6	Til..	G.	A-L..	A-L..	B & B.	P..	Own.....	Own.	She.....	W.	½ F	A..	Own.....	Ross	Sch..	2175
Penn.....	2	2300	144	S-34x5	S-38x7	Buda WU	4-3¾x5⅛	22.5	Zen..	G.	ABos	ABos..	Ful..	D..	Ful SU....	Spl..	She W1501	W.	½ F	....	Tor AA3..	Ross	Smi..	3975
Pennford.....	2	925	138	S-30x3½	S-34x5	Himico	4-3¾x4	22.5	Hol..	G.	Ford	Ford..	Hin...	D..	Hin.....	U–P..	She W1002	W.	½ F	....	Ford.....	Ford	Hoo..	2800
Pierce Arrow.....XA	2	3350	150	P*-36x4	P-36x5d*	Own XA	4-4x5½	25.6	Str..	P..	Del..	Del..	Own..	D..	Own XA..	Spi..	Own XA..	W.	½ F	A..	Own XA..	Own.	.....	6280
Pierce Arrow.....XB	3	3550	150	P*-36x5	P-36x5d*	Own XB	4-4x5½	25.6	Str..	P..	Del..	Del..	Own..	D..	Own XB..	Spi..	Own XB..	W.	½ F	A..	Own XB..	Own.	Bet..	6280
Pierce Arrow.....WC	4	4900	162	P*-36x5	S-36x6d	Own WC	4-4½x6¾	32.4	Str..	P..	Del..	Del..	Own..	D..	Own WC..	Spi..	Own WC..	W.	½ F	B..	Own WC..	Own.	Bet..	8490
Pierce Arrow.....RD	5	5100	162	P*-36x6	S-36x7d	Own RD	4-4½x6¾	32.4	Str..	P..	Del..	Del..	Own..	D..	Own RD..	Spi..	Own RD..	W.	F F	B..	Own RD..	Own.	Bet..	8750
Pierce Arrow.....RF	7½	5300	168	P*-36x6	S-40x8d	Own RF	4-4½x6¾	32.4	Str..	P..	Del..	Del..	Own..	D..	Own RF..	Spi..	Own RF..	W.	F F	B..	Own RF..	Own.	Bet..	9540
Pierce Arrow.....XB-TT	.....	3550	118	S-36x5	S-36x5	Own XB	4-4x5½	25.6	Str..	P..	Del..	Del..	Own..	D..	Own XB..	Spi..	Own XB..	W.	½ F	A..	Own.....	Own.	Own.	6280
Pierce Arrow.....RD-TT	.....	5100	118	S-36x6	S-36x6	Own RD	4-4½x6¾	32.4	Str..	P..	Del..	Del..	Own..	D..	Own RD..	Spi..	Own RD..	W.	F F	B..	Own.....	Own.	Own.	8490
Pierce Arrow.....RF-TT	.....	5300	118	S-36x6	S-36x6	Own RF	4-4½x6¾	32.4	Str..	P..	Del..	Del..	Own..	D..	Own RF..	Spi..	Own RF..	W.	F F	B..	Own.....	Own.	Own.	9540
Rainier.....R31-29	¾–1	1970	125°	P-35x5	P-35x5	Con N	4-3¾x5	22.5	Zen..	V..	Eis..	None.	B-L..	D..	B-L 30....	Har...	Tim 6258..	W.	½ F	A..	Tim 1250..	Lav..	Jon..	2500
Rainier.....R36	1½	2590	149	P*-34x3½	S-34x6	Con K4	4-4½x5¼	27.2	Zen..	V..	Eis..	Del*.	B-L..	D..	B-L 30....	Spi..	Tim 6462..	W.	½ F	A..	Tim 1526..	Ross	Jon..	2900
Rainier.....R28	2	3090	157°	P*-34x4	P*-34x8	Con K4	4-4½x5¼	27.2	Zen..	V..	Eis..	Del*.	B-L..	D..	B-L 35....	Spi..	She W103..	W.	½ F	A..	She D370..	Ross	Jon..	4900
Rainier.....R20	2½	3550	165°	P*-36x4	P*-36x10	Con K4	4-4½x5¼	27.2	Zen..	V..	Eis..	Del*.	B-L..	D..	B-L 50....	Spi..	Tim 6560..	W.	F F	A..	Tim 1544B	Ross	Jon..	5500
Rainier.....R25	3½	4400	170	S-36x5	S-36x12	Con B-7	4-5x6	40.0	Zen..	V..	Eis..	Del..	B-L..	D..	B-L 60....	Spi..	Tim 6666..	W.	F F	A..	Tim 1632B	Ross	Jon..	8000
Rainier.....R27	6	5300	170	S-36x6	S-40x6	Con B-7	4-5x6	40.0	Zen..	V..	Eis..	Del*.	B-L..	D..	B-L 67....	Spi..	Tim 6760..	W.	F F	A..	Tim 1632B	Ross	Smi..	9000
Rehberger.....A	2	....	162	S-36x4	S-36x7	Buda KTU	4-4x5¼	25.6	Zen..	G..	RBos	RBos*	B-L..	D..	B-L 35....	Spi..	Tim 6462..	W.	½ F	A..	Shu 510...	Gem.	Van.	5060
§Rehberger.....B-B1	3	....	192°	P-36x6	P-36x6d*	Buda YBU	4-4½x6	32.4	Zen..	G..	RBos	RBos..	B-L..	D..	B-L 55°...	Spi..	Tim 6566..	W.	F F	A..	Shu 5550B°	Gem.	Budd	6510
§Rehberger.....B2	3	....	192	P-36x6	P-36x6d*	Buda BUS	6-4x5½	38.4	Zen..	V..	RBos	RBos..	B-L..	D..	B-L 55....	Spi..	Tim 6566..	W.	F F	A..	Shu 5550B.	Gem.	Budd	6470
Rehberger.....C	4	....	174	S-36x6	S-36x12	Buda YBU	4-4½x6	32.4	Zen..	G..	RBos	RBos*	B-L..	D..	B-L 55....	Spi..	Tim 6666..	W.	F F	A..	Tim 1632B	Gem.	Van.	7940
Rehberger.....D	5	....	186	S-36x6	S-40x14	Buda BTU	4-5x6½	40.0	Zen..	G..	RBos	RBos*	B-L..	D..	B-L 60....	Spi..	Tim 6760..	W.	F F	A..	Tim 1732B	Gem.	Van.	10010
§Rex.....F (4 cyl)	1¼	1035	128	P-33x5	P-33x5	Own F	4-4½x4½	27.2	Joh..	G..	N-E.	N-E..	Own..	D..	Own.....	Own..	Own.....	S..	½ F	A..	Own.....	Own.	Mot..	2705

American Gasoline Truck Chassis Specifications—Continued

MAKE AND MODEL	GENERAL			TIRES		ENGINE					ELECTRICAL SYSTEM		TRANSMISSION			REAR AXLE				MISCELLANEOUS			
									Fuel System				Clutch		Gearset								
	Tons Capacity	Chassis Price $	Standard Wheelbase (In.)	Front, Size and Type (In.)	Rear, Size and Type (In.)	Make and Model	No. Cylinders, Bore and Stroke (In.)	Governor Make	Carbureter Make	Fuel Feed	Ignition System Make	Generator and Starter Make	Make	Type	Make and Model	Universals Make	Make and Model	Final Drive	Type	Brakes	Front Axle Make	Steering Gear Make	Wheels Make	Chassis Weight (Lbs.)
§Reo.....F (6 cyl.)	1¼	1185	128	P-33x5	P-33x5	Own F	6-4½x4½	40.8	Joh..	G..	N-E..	N-E..	Own..	D..	Own.....	Own..	Own.....	S..	½ F	A.	Own.....	Own.	Mot.	
Reo.....6	2	....	156	S-32x6	S-34x7	Own T6	6-3⅞x5	24.3	Sch..	V..	N-E.	N-E..	Own..	D..	Own.....	Own..	Own.....	S..	½ F	A.	Own.....	Own.	Budd	3925
Republic.....75	1½	....	124°	P-33x5	P-33x5	Lyc CT	4-3¾x5	22.5	Str..	V..	ABos	ABos..	Ful..	D..	Ful.....	Spi..	Eat (Tor)	I..	D D	A.	Eat.....	Lav.	Nor.	2790
Republic.....85	1½	....	146°	P-34x4	P-34x5	Lyc CT	4-3¾x5	22.5	Str..	V..	ABos	ABos..	Ful..	D..	Ful.....	Spi..	Eat.....	I..	D D	B.	Eat.....	Lav.	Nor.	3400
Republic.....15-15W	2	....	153	P-34x4	P-34x7	Con J4°	4-3¾x5	22.5	Str..	V..	ABos	ABos*	Ful..	D..	Ful.....	Spi..	Eat.....	I..	D D	B.	Eat.....	Jac.	Van.	4200
Republic.....25W-25	3	....	165°	S-36x5	S-36x10	Con K4°	4-4¼x5¼	27.2	Str..	V..	ABos	ABos*	Ful..	D..	Ful.....	Spi..	Eat.....	I..	D D	B.	Eat.....	Jac.	Van.	5400
Republic.....30-30W	4½	....	170°	S-36x5	S-36x12	Wau CU	4-4⅝x5¾	30.6	Str..	V..	ABos	ABos*	Ful..	D..	Ful.....	Spi..	Eat.....	I..	D D	B.	Wis.....	Lav.	Van.	6700
Republic.....35	5	....	170°	S-36x6	S-36x14	Wau DU	4-4½x6¼	32.4	Str..	V..	ABos	ABos*	Ful..	D..	Ful.....	Spi..	Eat.....	I..	D D	B.	Wis.....	Lav.	Van.	7500
Rowe.....FW	5	4850	170°	S-36x6	S-40x7	Wis RAU	4-4¾x6	36.1	Zen..	G..	R Bos	Opt*	B-L..	D..	B-L 60...	Spi..	She W51..	W..	½ F	A.	She 5FA30.	Ross.	Smi..	9140
Ruggles.....16	1	....	122	S-30x5	S-30x5	Lyc CT	4-3¾x5	22.5	Zen..	G..	Re..	Remy.	B-L..	D..	B-L.....	Spi..	Col 30000..	B..	¾ F	A.	Col 3000...	Lav.	Nor.	2600
§Ruggles.....20R-22	1½–1½	....	128°	P-34x5°	P-34x5°	Her O	4-4x5	25.6	Zen..	G..	Re..	Remy.	B-L..	D..	B-L 31...	Blo..	Col 53000..	S..	¾ F	A.	Col 5300...	Jac.	Nor.	2950
Ruggles.....41	2	....	148	P-30x5	P-34x7	Her O	4-4x5	25.6	Zen..	G..	ABos	Re*	B-L..	D..	B-L 31...	Spi..	Wis 660...	R..	F F	A.	Shu 5410..	Jac.	Nor.	4250
Ruggles.....40H-RB	3	....	148°	P*-36x4°	S-36x8°	Her O	4-4x5	25.6	Zen..	G..	ABos	Re*	B-L..	D..	B-L 35...	Spi..	Wis 88EF..	R..	F F	A.	Shu 5550..	Jac.	Nor.	4850
§Rumely.....A	1½	2150	144	P*-36x3½	P*-36x5	Buda CTU	4-3¾x5¼	22.5	Str..	G..	Eis..	ABos*	Ful..	D..	Ful LTU5.	Blo..	She 1501W	W..	½ F	A.	Shu 510...	Gem	Nor.	4050
Sandow.....G	1	....	120	S-32x6	S-32x6	Buda WTU	4-3¾x5	22.5	Str..	G..	Eis..	None..	Ful..	D..	Ful TU3¼.	Spi..	She.....	W..	....	A.	Shu 310...	Ross.	Opt..	3000
Sandow.....GA	1	....	130	S-32x6	S-32x6	Her OX	4-4x5	25.6	Str..	G..	ABos	A-L..	Ful..	D..	Ful TU3¼.	Spi..	Cla.....	S..	½ F	A.	Shu 310...	Lav.	Dis.	3000
Sandow.....1½	1½	....	138	S-34x4	S-34x6	Buda WTU	4-3¾x5½	22.5	Str..	V..	Eis..	None..	Ful..	D..	Ful TU3¼.	Spi..	She 1501W	W..	½ F			Ross.	Opt..	3595
Sandow.....JS	2	....	144	S-36x4	S-36x7	Her O	4-4x5	25.6	Zen..	....	Eis..	ABos..	Ful..	D..	Ful GU14.	Spi..	She W103.	I..	D D		She 343...	Ross.	....	4000
Sandow.....	2½	....	165	....	....	Buda ETU	4-4¼x5½	28.9	Str..	G.	ABos	None..	B-L..	D..	B-L 35...	Spi..	Tim 6566..	W..	F F	A.	Tim 1540B	Ross.	....	4500
Sandow.....M	3½	....	170	....	....	Buda YTU	4-4½x6	32.4	Str..	G..	ABos	None..	B-L..	D..	B-L 51...	Spi..	Tim 6666..	W..	F F	A.	Tim 1632B	Ross.	....	6800
Sandow.....L	5	....	175	S-36x6	S-40x12	Buda BTU	4-5x6½	40.0	Str..	G..	ABos	None..	B-L..	D..	B-L 60...	Spi..	Tim 6766..	W..	½ F	B.	Tim 1732B	Ross.	....	7800
Sanford.....W6-12	1¼	....	151	S-30x5°	S-30x5°	Con 8R	6-3⅜x4½	27.3	Str..	G..	Con..	Dyn..	Ful..	D..	Ful 5010...	Spi..	Eat.....	B..	½ F	A.	Eat.....	Ross.	Van..	2980
Sanford.....W6-15	1½	....	151	P-32x6	P-32x6	Con 8R	6-3⅜x4½	27.3	Str..	G..	Con..	Dyn*.	Ful..	D..	Ful SU10..	Spi..	She 1501..	W..	½ F	A.	She 33FA..	Ross.	Van.	3665
Sanford.....W6-20	2½	....	185	S-34x7	S-34x7	Con 6B	6-3¾x5	33.7	Str..	G..	Con..	Dyn..	Ful..	D..	Ful.....	Spi..	She.....	W..	½ F	A.	She.....	Ross.	Van.	4600
Sanford.....W4-25AB	2½	....	156°	S-36x5	S-36x5d	Con L-4	4-4½x5½	32.4	Str..	G..	Con..	Dyn..	Ful..	D..	Ful.....	Spi..	She 21....	W..	½ F	A.	She D370..	Ross.	Van.	6880
Sanford.....W4-35ACS	3½	....	174°	S-36x6	S-36x12°	Con B-7	4-5x6	40.0	Str..	G..	Con..	Dyn..	Ful..	D..	Ful 2S....	Spi..	She 32....	W..	½ F	A.	She 4FA20.	Ross.	Van.	8200
Sanford.....W50	5	....	174	S-36x6	S-40x14	Con B-7	4-5x6	40.0	Str..	G..	Con..	Dyn..	Ful..	D..	Ful H-1...	Spi..	She 51....	W..	½ F	A.	She 4FA20	Ross.	Van.	9400
Saurer.....5AD	6½	6000	Opt..	P*-40x6	P-40x7d*	Own 5AD	4-5¼x7⅝	29.3	Own	G.	Sci..	Opt..	Own.	K..	Own 5AD..	Own..	Own 5AD..	B..	F F	B.	Own 5AD..	Own.	Own.	7500
Schacht.....1-H	1–1½	....	132°	P-30x5°	P-30x5°	Wis SU	4-4x5	25.6	Zen..	V..	R Bos	None..	Ful..	D..	Ful GU-7..	Blo..	Wis 41D°..	R..	½ F°	A.	Shu 510...	Ross.	....	3755
Schacht.....J	2	2600	158	S-34x4	S-34x7	Wis SU	4-4x5	25.6	Zen..	V..	R Bos	None..	Ful..	D..	Ful GU7..	Blo..	Wis 660D..	R..	F F	A.	Shu 510...	Ross.	....	4900
§Schacht.....L	2½	3600	156	P*-36x4	P*-36x8	Wis UAU	4-4¼x6	28.9	Zen..	G..	R Bos	None..	B-L..	D..	Own.....	Spi..	Wis.....	R..	F F	B.	Own.....	Own.	Day..	6400
§Schacht.....L	3–3½	4000	156	S-36x5	S-36x12	Wis RCU	4-4¼x6	28.9	Zen..	G..	R Bos	None..	B-L..	D..	Own.....	Spi..	Wis.....	R..	F F	B.	Own.....	Own.	Day..	7500
Schacht.....	4–5	4400	168	S-36x5	S-40x6d°	Wis RCU	4-4¼x6	28.9	Zen..	G..	R Bos	None..	B-L..	D..	Own.....	Spi..	Own.....	W..	F F	B.	Own.....	Own.	StM	7800
Schacht.....	7½	5100	156°	S-36x6	S-40x14	Wis RBU	4-5x6	40.0	Zen..	G..	R Bos	None..	B-L..	D..	Own.....	Spi..	Own.....	W..	F F	B.	Own.....	Own.	StM	9000
Schacht.....TT	5	3600	129½	S-36x4	S-36x8	Wis VAU	4-4½x6	32.4	Zen..	G..	R Bos	None..	B-L..	D..	Own 5....	Spi..	.....	R..	F F	B.	Own.....	Own.	....	6400
Schacht.....TT	7	4000	129½	S-36x5	S-36x10	Wis RCU	4-4¼x6	28.9	Zen..	G..	R Bos	None..	B-L..	D..	Own 7....	Spi..	.....	R..	F F	B.	Own.....	Own.	....	7500
Schacht.....TT	10	4400	131½	S-36x6	S-40x12	Wis RCU	4-4¼x6	28.9	Zen..	G..	R Bos	None..	B-L..	D..	Own 10...	Spi..	.....	W..	F F	B.	Own.....	Own.	....	8200
Schacht.....TT	13	4600	131½	S-36x6	S-40x12	Wis RCU	4-4¼x6	28.9	Zen..	G..	R Bos	None..	B-L..	D..	Own 13...	Spi..	.....	W..	F F	B.	Own.....	Own.	....	8400
Schacht.....TT	15	5100	131½	S-36x7	S-40x14	Wis RBU	4-5x6	40.0	Zen..	G..	R Bos	None..	B-L..	D..	Own 15...	Spi..	.....	W..	F F	B.	Own.....	Own.	....	9000
Selden Pacemaker 24-26	1¼	....	144°	S-30x5	S-30x5	Con 8R°	6-3⅜x4½	27.3	Str..	G..	ABos	ABos..	B-L..	D..	B-L 31...	.....	Cla.....	B..	F F	A.	Cla.....	Ross.	Van.	3580
Selden.....33	2	....	146°	P*-34x4	P*-34x6d*	Con K-4	4-4½x5¼	27.2	Str..	G..	Eis..	ABos..	B-L..	D..	B-L 35...	Spi..	Tim 6410..	W..	½ F	A.	Tim 1454..	Ross.	Van.	4400
Selden Roadmaster.....	2¼	....	154°	P-32x6	P-36x8d*	Con 6B-6	6-3¾x5	33.7	Str..	V..	ABos	ABos..	B-L..	D..	B-L 35...	.....	Cla 720...	B..	½ F	A.	Tim 1452..	Ross.	Van.	4740
Selden Unit.....50	2½	....	149°	P*-36x4	S-36x8d	Con K-4	4-4½x5¼	27.2	Str..	G..	Eis..	ABos..	B-L..	D..	B-L 51...	Spi..	Tim 6566..	W..	....	A.	Tim 1544B	Gem.	Std..	5980
§Selden Unit.....53	3	....	154°	S-36x4	S-36x4d	Con L-4	4-4½x5½	32.4	Str..	G..	Eis..	ABos..	B-L..	D..	B-L 51...	Spi..	Tim 6566..	W..	F F	A.	Tim 1544B	Gem.	Std..	6220
§Selden Unit.....70	3½	....	165°	P-36x5*	S-36x5d	Con L-4	4-4½x5½	32.4	Str..	G..	Eis..	ABos..	B-L..	D..	B-L 55...	Spi..	Tim 6666..	W..	F F	A.	Tim 1650B	Gem.	Std..	7200
Selden.....73	4	....	168°	P*-36x5	S-36x6d	Con B-5	4-4¾x6	36.1	Str..	G..	Eis..	ABos..	B-L..	D..	B-L 55...	Spi..	Tim 6666..	W..	F F	A.	Tim 1630B	Gem.	Std..	7720
Selden Unit.....90	5	....	164°	S-36x6	S-40x12	Con B-7	4-5x6	40.1	Str..	G..	Eis..	ABos..	Det..	D..	B-L 60...	Spi..	Tim 6760..	W..	F F	A.	Tim 1730B	Gem.	Std..	9650
Service.....25H	1	....	146	P-30x5	P-30x5	Buda WTU	4-3¾x5½	22.5	Zen..	V..	Re..	Remy.	B & B.	P..	B-L 31...	M-E..	Tim 5620..	B..	½ F	A.	Shu 310...	Ross.	Smi..	3900
Service.....34	1½	....	151	S-36x4	P-36x7d*	BudaKBUI	4-4x5¼	25.6	Zen..	V..	Eis..	Remy.	B & B.	P..	B-L 35...	Spi..	Tim 6462..	W..	½ F	A.	Tim 1526..	Ross.	Int..	5350
Service.....61	2½ TT	....	164°	P-36x4	S-36x8	BudaEBUI	4-4¼x5½	28.9	Str..	V..	Eis..	Remy.	B & B.	P..	B-L 51...	Spi..	Tim 6566..	W..	F F	A.	Tim 1544B	Ross.	Int..	5785
Service.....81	3½ TT	....	173°	S-36x5	S-36x10	BudaYBUI	4-4½x6	32.4	Str..	V..	Eis..	Remy.	B & B.	P..	B-L 60...	Spi..	Tim 6666..	W..	F F	A.	Tim 1632..	Ross.	Int..	7900
Service.....103	5 TT	....	173°	S-36x6	S-40x12	BudaYBUI	4-4½x6	32.4	Str..	V..	Eis..	Remy.	B & B.	P..	B-L 60...	Spi..	Tim 6760..	W..	F F	A.	Tim 1732..	Ross.	Int..	9150
§Standard.....75	1¼	....	134°	S-34x5	S-34x5	Con J-4	4-3¾x5	22.5	Str..	V..	Eis..	RBos*	B-L..	D..	B-L 31...	Spi..	Tim 6250..	W..	½ F	A.	Tim 1250..	Gem	StM	3000
Standard.....K	1½	....	144°	S-34x4	S-34x5	Con J-4	4-3¾x5	22.5	Str..	V..	Eis..	RBos*	B-L..	D..	B-L 31...	Spi..	Tim 6352..	W..	½ F	A.	Tim 1452..	Gem	StM	3466
Standard....2½-3½K-S	2½	....	147°	P*-36x4	S-36x8	Con K-4	4-4½x5¼	27.2	Str..	G..	Eis..	RBos*	B-L..	D..	B-L 35°..	Spi..	Tim 6566..	W..	F F	A.	Tim 1542B	Gem	Day..	5400
Standard.....3½-5K-S	3½	....	160°	S-36x5	S-36x12	Con L-4	4-4½x5½	32.4	Str..	V..	Eis..	RBos*	B-L..	D..	B-L 55°..	Spi..	Tim 6666..	W..	F F	A.	Tim 1630B	Gem	Day..	7485
Standard.....5-7	6	....	165°	S-36x6	S-40x14	Con B-5	4-4¾x6	36.1	Str..	V..	Eis..	RBos*	B-L..	D..	B-L 60...	Spi..	Tim 6760..	W..	F F	A.	Tim 1730..	Gem	Day..	8700
Star Four.....	½	425	102	S-30x3½	S-30x3½	Con	4-3⅝x4¼	18.2	Til..	G..	A-L..	A-L..	Own..	P..	Own.....	Spi..	Own.....	S..	½ F	A.	Own SE...	Own	Hay..	1465
Sterling.....DW-8	1½	....	142	S-32x6	S-32x6	Own D	4-4x5	25.6	Zen..	V..	Eis..	.....	B-L..	D..	B-L 31...	Spi..	.....	W..	½ F	..	Tim.....	Ross.	....	4000
Sterling...DW-10-12-14	2½	....	142°	S-36x4	S-36x7°	Own V	4-4x5	25.6	Zen..	V..	Eis..	.....	B-L..	D..	B-L 35...	Spi..	Tim.....	W..	½ F°	..	Tim.....	Ross	Hoo..	5180
Sterling.....DWS-14	3	....	156	S-36x4	S-36x8	Own CU	4-4⅜x5¾	30.6	Zen..	V..	Eis..	.....	B-L..	D..	B-L.....	Spi..	Tim.....	W..	F F	..	Tim.....	Ross.	Hoo..	5500
Sterling.....DW-18X	4	....	156	S-36x5	S-36x10	Own CU	4-4⅜x5¾	30.6	Zen..	V..	Eis..	.....	B-L..	D..	B-L 50...	Spi..	Tim.....	W..	F F	A.	Tim.....	Ross.	Hoo..	6100
Sterling.....EW-20	4	....	162	S-36x5	S-40x10	Own DU	4-4½x6¼	32.4	Zen..	V..	Eis..	.....	H-S..	O..	B-L 60...	Spi..	Tim.....	W..	F F	..	Tim.....	Ross.	Hoo..	7775
Sterling.....EC-EW-23	5	....	168°	S-36x6	S-40x12	Own DU	4-4½x6¼	32.4	Zen..	V..	Eis..	.....	H-S..	O..	B-L 60...	Spi°	Tim°.....	W..	F F	A.	Tim.....	Ross.	Hoo..	8675
Sterling.....EWS-25	5	....	168°	S-36x6	S-40x12	Own EU	4-5x6¼	40.0	Zen..	V..	Eis..	.....	H-S..	O..	B-L 60...	Spi..	Tim.....	W..	F F	A.	Tim.....	Ross.	Hoo..	9175
Sterling.....ECS-24	5	....	174°	S-36x6	S-40x12	Own EU	4-5x6¼	40.0	Zen..	V..	Eis..	.....	H-S..	O..	Own.....	B. G.	Own.....	C..	D D	A.	Tim.....	Ross.	Hoo..	8400
Sterling.....EW-EC26-6	6	....	174°	S-36x6	S-40x12°	Own EU	4-5x6¼	40.0	Zen..	V..	Eis..	.....	H-S..	O..	Own.....	B. G.°	Own°.....	C..	D D	A.	Tim.....	Ross.	Hoo..	8800
Sterling.....EC29-7½	7½	....	174°	S-36x6	S-40x14	Own EU	4-5x6¼	40.0	Zen..	V..	Eis..	.....	H-S..	O..	Own.....	B. G..	Own.....	C..	D D	A.	Tim.....	Ross.	Smi..	9675
Sterling.....EC35-34	10	....	174°	S-36x7	S-40x14	Own EU°	4-5x6¼	40.0	Zen..	V..	Eis..	.....	H-S..	O..	Own.....	B. G.	Own.....	C..	D D	A.	Tim.....	Ross.	Smi..	10100
Sterling...DWS-10T-TT	.....	....	130	S-36x4	S-36x8	Own CU	4-4⅜x5¾	30.6	Zen..	V..	Eis..	.....	B-L..	D..	B-L 50...	Spi..	Tim.....	W..	F F	A.	Tim.....	Ross.	Hoo..	4680
Sterling....EW-15T-TT	.....	....	148	S-36x5	S-40x10	Own DU	4-4½x6¼	32.4	Zen..	V..	Eis..	.....	H-S..	O..	B-L 60...	Spi..	Tim.....	W..	F F	A.	Tim.....	Ross.	Hoo..	7775
Sterling....EW-20T-TT	.....	....	148	S-36x6	S-40x12	Own DU°	4-4½x6¼	32.4	Zen..	V..	Eis..	.....	H-S..	O..	B-L 60...	Spi..	Tim.....	W..	F F	A.	Tim.....	Ross.	Hoo..	8675
Sterling....ECS-24T-TT	.....	....	148	S-36x6	S-40x12	Own EU°	4-5x6¼	40.0	Zen..	V..	Eis..	.....	H-S..	O..	Own.....	B.G..	Own.....	C..	D D	A.	Tim.....	Ross.	Hoo..	8400
Sterling.....EC-50T-TT	.....	....	148	S-36x7	S-40x14	Own GU	4-5⅜x6¼	46.2	Zen..	V..	Eis..	.....	H-S..	O..	Own.....	B.G..	Own.....	C..	D D	A.	Tim.....	Ross.	Smi..	10100
Stewart.....16	1	1245	130	P-32x4½	P-32x4½	Lyc CT	4-3¾x5	22.5	Zen..	G..	Re..	Re*..	Ful..	D..	Ful SU-1..	Spi..	Cla B365..	S..	½ F	A.	Col 3008...	Gem	Ind..	2790
Stewart.....16X	1¼	1370	130	P-35x5	P-33x5	Lyc	6-3¼x4½	25.3	Zen..	G..	Re..	Remy.	Ful..	D..	Ful.....	.....	Cla.....	B..	½ F	A.	.....	Gem	....	2750
Stewart.....17	1½	1695	145	S-32x6	S-32x6	Lyc C	4-4x5	25.6	Zen..	G..	Re..	Remy.	Ful..	D..	Ful LTU4.	Spi..	Cla B-501.	B..	¾ F	B.	Col 7003...	Ross	Cla..	3200
Stewart.....17X	1½	1795	145	P-32x6	P-32x6	Lyc	6-3¼x4½	25.3	Zen..	G..	Re..	Remy.	Ful..	D..	Ful.....	.....	Cla.....	B..	½ F	A.	.....	Gem	....	3450
Stewart.....18	2	1990	160	P*-34x4	P*-34x6	Lyc C	4-4x5	25.6	Zen..	G..	Re..	Remy.	Ful..	D..	Ful LTU-4	Spi..	Cla B-501.	B..	¾ F	B.	Col.....	Gem	Cla..	3400
Stewart.....7X	2½	2895	156	P*-34x4	P*-34x8	Buda HTU	4-4¼x5½	28.9	Zen..	V..	Eis..	Re*..	Ful..	D..	Ful GU-5..	Spi..	Cla 2-D...	I..	D D	B.	Col 8503..	Ross	Cla..	4820
Stewart.....10X	3½	3895	165	P*-36x5	S-36x5	Buda YTU	4-4½x6	32.4	Zen..	V..	Eis..	Eis..	Ful..	P..	Ful GU-6..	Spi..	Cla 3-D...	I..	F F	B.	Col 8503..	Ross	Cla..	6600
Stoughton.....C	1¼	....	131	P-34x4½	P-34x4½	Own	6-3⅜x4½	27.3	Zen..	V..	ABos	ABos..	Det..	D..	Own.....	The..	Col 53000..	S..	¾ F	A.	Col 5300...	Ross	Bim..	2655
Stoughton.....B	1½	....	140	S-36x3½	S-36x5	Wau	4-3⅜x5¼	22.5	Str..	G..	Eis..	.....	B-L..	..	B-L 30...	Spi..	Shel 1501..	W..	½ F	..	She33FA500	Ross	Bim..	3800
Stoughton.....BJ	1½	....	140	S-34x5	S-34x5	Own	6-3⅝x5	31.5	Zen..	V..	ABos	ABos..	B-L..	D..	B-L 30...	Opt..	Col 53000.	S..	¾ F	A.	Col 5300...	Ross	Bim..	3250
Stoughton.....D	2	....	140	S-36x4	S-36x7	Own	4-4¼x5¼	27.2	Zen..	G..	ABos	.....	B-L..	..	B-L 35...	The..	She W103.	W..	½ F	A.	She D343..	Ross	Bim..	4600
Stoughton.....F	3	....	156	S-36x5	S-36x5	Own	4-4¼x5¼	27.2	Zen..	G..	ABos	.....	B-L..	..	B-L 50...	The..	She W21..	W..	½ F	A.	She D-370.	Ross	Bim..	5900
Super Truck.....50	2½	3150	156	P*-36x4	P*-36x8	Wis TAU	4-4x6	25.6	Zen..	G..	ABos	Vest..	Ful..	D..	Ful G.....	Spi..	She W21..	W..	½ F	A.	She D370..	Ross	Pru..	5200
Super Truck.....60-D	3	....	126	P-36x6	S-42x9	Wis UAU	4-4¼x6	28.9	Zen..	G..	Spl..	None..	Ful..	D..	Ful GU-8..	Spi..	She D-370.	R..	½ F	A.	Wis 120E..	Ross	Cla..	6175
Super Truck.....70	3½	4100	164	S-36x5	S-40x5d	Wis UAU	4-4¼x6	28.9	Zen..	G..	ABos	West..	Ful..	D..	Ful G.....	Spi..	She W-32..	W..	½ F	A.	She 4FA20	Ross	Smi..	7500
Super Truck.....100	5	4500	164	S-40x5	S-40x6d	Wis RAU	4-4⅜x6	36.1	Zen..	G..	Spl*.	Vest..	Ful..	D..	Ful H.....	Spi..	She W-51..	W..	½ F	A.	She 4FA20.	Ross	Smi..	8500
Traffic.....4000C	2	1595	142	P*-34x½3	P*-34x5	Con S4	4-4¼x4½	28.9	Zen..	G..	ABos	ABos..	Ful..	D..	Ful GU-10.	U-M..	Cla 1D....	I..	D D	A.	Own.....	Own	Bim..	3800
Traffic.....	2½	2700	142°	S-36x4	S-36x8	Con S4	4-4¼x4½	28.9	Zen..	G..	ABos	ABos..	Ful..	D..	Ful.....	U-M..	Tim.....	W..	F F	A.	Tor.....	Ross	Bim..	5320
Traffic.....6000	3	2295	135	P*-36x4	P*-36x7	Con S-4	4-4¼x4½	28.9	Zen..	G..	ABos	ABos*	Cov..	D..	Cov MUN.	.....	Rus 6001..	I..	D D	A.	Own.....	Own	Opt..	3900
Traffic.....	3½	3000	145°	S-36x5	S-40x10	Con S-4	4-4¼x4½	28.9	Zen..	V..	ABos	ABos..	Ful..	D..	Ful.....	.....	Ti n.....	W..	F F	A.	Tor.....	Ross	Bi n..	6500

American Gasoline Truck Chassis Specifications—Continued

MAKE AND MODEL	GENERAL			TIRES		ENGINE					ELECTRICAL SYSTEM		TRANSMISSION				REAR AXLE				MISCELLANEOUS			
									Fuel System				Clutch		Gearset									
	Tons Capacity	Chassis Price $	Standard Wheelbase (In.)	Front, Size and Type (In.)	Rear, Size and Type (In.)	Make and Model	No. Cylinders, Bore and Stroke (In.)	Governor Make	Carbureter Make	Fuel Feed	Ignition System Make	Generator and Starter Make	Make	Type	Make and Model	Universals Make	Make and Model	Final Drive	Type	Brakes	Front Axle Make	Steering Gear Make	Wheels Make	Chassis Weight (Lbs.)
Traylor.....B	1½	1800	140	P-34x3½	P-34x6	Buda WU	4-3¾x5½	22.5	Zen..	G..	Spl..	West.	Cov...	D..	Cov MUSC	M-E..	She W1501	W..	½ F	A..	She 33FA500	Ross.	Sch..	4300
Traylor.....D	3	3400	150	P*-36x4	S-36x8	Buda ETU	4-4¼x5½	28.9	Zen..	G..	Spl..	West.	M-E..	D..	Own D-4-U	M-E..	She W-21..	W..	½ F	A..	She D343..	Ross.	Sch..	5850
Traylor.....F	5	4700	170	S-36x6	S-40x12	Buda YTU	4-4½x6	32.4	Zen..	G..	ABos	West.	B-L..	D..	B-L 60....	Spi...	She W-32..	W..	½ F	A..	She 4FA20.	Ross.	Smi..	8800
Twin City.....BW	2½	2800	163½	S-36x5	P-36x5d*	Own TW	4-4¼x6	28.9	Str...	V..	ABos	N-E*.	B & B.	P..	Ful G7....	Spi...	Cla 2D....	I..	D D		Shu 550..	Ross.	Bim..	5625
Twin City.....AW	3½	3500	168	S-36x6	S-40x6d	Own TW	4-4¼x6	28.9	Str...	V..	ABos	N-E*.	B & B.	P..	Ful H.....	Sri...	Tim 6666..	W..	F F.	A..	Tim 1630B	Ross.	Smi..	7200
U. S.....U	1¼	2085	138	P-34x5	P-34x5	Buda WTU	4-3¾x5½	22.5	Str...	V..	ABos	ABos..	Ful...	D..	Ful LTU5.	Blo...	Cla B-501..	B..	½ F	A..	Shu 350...	Lav..	Sch..	3400
U. S.....N	1½	2475	144°	P-36x3½	P-36x6	Buda	4-3¾x5½	22.5	Str...	V..	ABos	ABos*	Ful...	D..	Ful LTU5.	Blo...	Cla I-D....	I..	D D	A..	Shu 350...	Lav..	Sch..	4070
U. S.....NW24	2	2875	144°	P*-36x4	P*-36x6	Buda WTU	4-3¾x5½	22.5	Str...	V..	ABos	ABos..	Ful...	D..	Ful LTU5.	Blo...	She W-103.	W..	½ F		Shu 350...	Lav..	Sch..	4550
U. S. R.....R	3	3600	156°	P*-36x4	S-36x4d	Hin 400	4-4x5¼	25.6	Str...	V..	Spl..	ABos*	B-L..	D..	B-L 51....	Blo...	She W-21..	W..	½ F	A..	Shu 510...	Lav..	Sch..	5500
U. S.....S	4	4425	168°	S-36x5	S-36x5d	Hin 200	4-4½x5½	32.4	Str...	V..	Spl..	ABos*	B-L..	D..	B-L 55....	Blo...	She W-32..	W..	½ F	A..	She 4FA20	Lav..	Sch..	7100
U. S.....S. Special	5	4800	168°	S-36x6	S-40x6d	Hin HA200	4-4½x5½	32.4	Str...	V..	Spl..	ABos*	B-L..	D..	B-L 55....	Blo...	She W-32..	W..	½ F	A..	She 4FA20	Lav..	Smi..	7500
U. S.....T	7	5500	172°	S-36x6	S-40x6d	Buda ATU	4-4¾x6½	36.1	Str...	V..	Eis..	ABos..	B-L..	D..	B-L 60....	Blo...	She W-51..	W..	½ F	B..	She 4FA20	Lav..	Smi..	9700
Union.....E	1½	....	150	P-34x7	P-34x7	Wis Y	6-3⅝x5	27.3	Zen..	V..	ABos	ABos..	Ful...	D..	Ful GU14..	U-M..	Wis 470...	R..	½ F	B..	She 5410..	Jax..	Ind..	4420
Union.....F	2½	....	155	S-36x5	S-36x10	Wis TAU	4-4x6	25.6	Zen..	G..	Eis..	L-N..	Ful...	D..	Ful GU14..	U-P..	Wal 25A°..	R°	F F.		She D370..	Jac..	Pru..	5900
Union.....H-HW	4	....	174	S-36x6	S-36x10°	Wis VAU	4-4½x6	32.4	Zen..	G..	Eis..	L-N..	Ful...	D..	Ful H.....	U-P..	Wis 1200°.	R.	F F.	B.	She 650...	Jac..	Smi..	7700
United.....15	1	....	125	S-32x4½	S-32x4½	Own	4-3½x5	19.6	Zen..	G..	A-L..	A-L..	B-L..	D..	B-L.....	Blo...	Cla B-365..	S..	½ F	A..	Shu 5400..	Lav..	.....	.....
United.....20	1¼	....	130	P-30x5	P-30x5	Own	4-4x5	25.6	Zen..	....	ABos	....	B-L..	D..	B-L.....	.....	Cla.....	B..	½ F	A..	.....	Lav..	.....	.....
United.....25-30	1¼-1½	....	131	S-30x5°	S-30x5°	Her OX	4-4x5	25.6	Str...	G..	ABos	ABos..	B-L..	D..	B-L 31....	Blo...	Col 53000.	S..	¾ F	A..	Shu 310...	Lav..	Van..	2910
United.....32	2	....	148	S-34x4	S-34x7	Her OX	4-4x5	25.6	Str...	G..	ABos	....	B-L..	D..	B-L 31....	Blo...	Wis 40....	R..	½ F	A..	Shu 510...	Lav..	Van..	3740
United.....35	2	....	148	P-34x5	P*-34x7	Her OX	4-4x5	25.6	Str...	G..	ABos	None..	B-L..	D..	B-L 31....	Blo...	Wis 51....	R..	½ F	A..	Shu 310...	Lav..	Van..	3810
United.....40	2	....	164	S-32x6	S-34x7	Wis Y6	6-3⅝x5	27.3	Str...	V..	ABos	ABos..	B-L..	D..	B-L 35....	Blo...	Wis 460...	R..	¾ F	A..	Shu 5550..	Lav..	Van..	.....
United.....50	2½	....	156	P-34x4	P*-34x8	Her OX	4-4x5	25.6	Str...	G..	ABos	.....	B-L..	D..	B-L 35....	Blo...	Wis 66....	R..	½ F	A..	Shu 510...	Lav..	Van..	4120
United.....60	3	....	156	S-36x5	S-36x10	Her OX	4-4x5	25.6	Str...	G..	ABos	None..	B-L..	D..	B-L 35....	Blo...	Wis 88 E..	R..	½ F	A..	Shu 510...	Lav..	Van..	4630
United.....100	5	....	171	S-36x6	S-36x12	Her G	4-4¾x5¾	36.1	Zen..	G..	ABos	None..	B-L..	D..	B-L 60....	Blo...	Wis 1800..	R..	....	A..	Shu 610...	Lav..	Van..	8150
Victor.....25	1¼	1635	131	P-33x5	P-33x5	Her O	4-4x5	25.6	Zen..	V..	A-L..	A-L..	Ful...	D..	Ful SU12..	Pie...	Col 53000.	S..	¾ F	B..	Col 5300...	Lav..	Van..	3000
Victor.....40	1½	1995	135	S-34x3½	P-34x5d*	Her OX	4-4x5	25.6	Zen..	G..	Eis..	.....	Ful...	D..	Ful SU12..	U-M..	Wis 51....	R..	½ F	A..	Shu 5410..	Lav..	Smi..	4010
Victor.....50	2	2345	142	P*-34x4	P-34x7d*	Her OX	4-4x5	25.6	Zen..	G..	Eis..	.....	Ful...	D..	Ful GU12..	U-M..	Wis 66....	R..	½ F	A..	Shu 5410..	Lav..	Smi..	4500
Victor.....60-70	2½	....	156	P-36x4	P*-36x8	Her OX	4-4x5	25.6	Zen..	G..	Eis..	.....	Ful...	D..	Ful GU12..	U-M..	Wis 88 EF.	R..	F F.	A..	Shu 5550..	Lav..	Smi..	5400°
Victor.....80	3½	3725	160	P*-36x5	P-36x5d*	Con I-4	4-4½x5½	32.4	Zen..	V..	Eis..	.....	Ful...	D..	Ful GU14..	U-M..	Wis 120BG	R..	½ F	A..	Shu 610...	Lav..	Smi..	7000
Victor.....85	5	4575	162	S-36x6	S-40x14	Con I4	4-4½x5½	32.4	Zen..	V..	Eis..	.....	Ful...	D..	Ful GU14..	U-M..	Wis 160B..	R..	F F.	A..	Shu 650...	Lav..	Day..	8000
Victor.....90	6	5000	164	S-36x7	S-40x14	Con B5	4-4¾x6	36.1	Zen..	V..	Eis..	.....	Ful...	D..	Ful GU14..	U-M..	Wis 160B..	R..	F F.	A..	Shu 650...	Lav..	Day..	8500
Wachusett.....S	1	....	152	S-34x5	S-34x5	Con 8R	6-3⅜x4½	27.3	Zen..	V..	ABos	ABos..	B-L..	D..	B-L 30....	Har...	Tim 5511..	W..	¾ F	....	Tim 1250..	Ross.	Smi..	3300
Wachusett.....J	1½	....	148	S-36x6	S-36x6	Con J4	4-3¾x5	22.5	Zen..	V..	ABos	ABos..	B-L..	D..	B-L 35....	Har...	Tim 6352..	W..	¾ F	....	Tim 1452..	Ross.	Smi..	3300
Wachusett.....K	2	....	154	.....	.....	Con K4	4-4½x5¼	27.2	Zen..	V..	ABos	ABos..	B-L..	D..	B-L 35....	Har...	Tim 6460..	W..	F F.	....	Tim 1520..	Ross.	Smi..	4800
Wachusett.....L	2½	....	170	S-36x5	S-36x10	Con L-4	4-4½x5½	32.4	Zen..	V..	ABos	ABos..	B-L..	D..	B-L 55....	Har...	Tim 6560..	W..	F F.	....	Tim 1542..	Ross.	Smi..	5200
Ward-La France.....2B	2½	....	170	S-36x4	S-36x4d	Wau CU	4-4⅝x5¾	30.6	Str...	G..	ABos	A-L..	B-L..	D..	B-L 51....	Spi...	Tim.....	W..	F F.	A..	Tim.....	Ross.	Hoo..	5900
Ward-La France.....4B	3½	....	172	S-36x5	S-36x5d	Wau	4-4½x6¼	32.4	Str...	G..	ABos	A-L..	B-L..	D..	B-L 55....	Spi...	Tim.....	W..	F F.	A..	Tim.....	Ross.	Hoo..	6800
Ward-La France.....5B	5	....	164	S-36x6	S-40x6d	Wau EU	4-5x6¼	40.0	Str...	G..	ABos	A-L..	B-L..	D..	B-L60 Max	Spi...	Tim.....	W..	F F.	A..	Tim.....	Ross.	Van..	7900
Ward-La France.....7B	7	....	164	S-36x6	S-40x7d	Wau EU	4-5x6¼	40.0	Str...	G..	ABos	A-L..	B-L..	D..	B-L60 Max	Spi...	Tim.....	W..	F F.	A..	Tim.....	Ross.	Van..	9500
White.....15	¾	2150	133½	P-34x5	P-34x5	Own GK	4-3¾x5½	22.5	Zen..	G..	.....	.....	Own..	P..	Own 15....	Spi...	Own 15....	S..	½ F	A..	Own 15....	Own.	Hoo..	3225
White.....15-45	¾	2950	143½	P-34x5	P-34x5	Own GR	4-4¼x5¾	28.9	Zen..	V..	.....	.....	Own..	P..	Own.....	Spi...	Own.....	S..	½ F	A..	Own.....	Own.	Hoo..	3575
White.....20	2	2950	168°	P*-36x4	P*-36x7	Own GK	4-3¾x5½	22.5	Zen..	G..	.....	.....	Own..	P..	Own 20....	Spi...	Own 20....	R..	½ F	A..	Own 20....	Own.	.....	4680
White.....51	2½	3750	170	S-36x5	P-36x6d*	Own GR	4-4¼x5¾	28.9	Zen..	V..	.....	L-N*	Own..	P..	Own.....	Spi...	Own.....	R..	F F.	B..	Own.....	Own.	.....	5700
White.....40	3½	4200	174°	P*-36x5	S-40x5d	Own GR	4-4¼x5¾	28.9	Zen..	V..	.....	L-N*	Own..	P..	Own.....	Spi...	Own.....	R..	F F.	B..	Own.....	Own.	.....	7130
White.....45	5	4500	174°	S-36x6	S-40x6d	Own GR	4-4¼x5¾	28.9	Zen..	V..	.....	.....	Own..	P..	Own 45....	Spi...	Own 45....	R..	F F.	B..	Own 45....	Own.	.....	7930
Wichita.....30U	1½	....	144	S-36x3½	S-36x6	Wau BUX	4-3¾x5¼	22.5	Str...	....	.....	.....	B-L..	D..	B-L.....	The...	She.....	W..	½ F	A..	She.....	Ross.	.....	.....
Wichita.....40U	2	....	144	S-36x4	S-36x7	Wau BUX	4-3¾x5	22.5	Str...	....	.....	N-E..	B-L..	D..	B-L.....	The...	She.....	W..	....	A..	She.....	Ross.	.....	.....
Wichita.....60U	3	....	160	S-36x5	S-36x8	Wau CU	4-4⅜x5¾	30.6	Str...	....	.....	N-E..	B-L..	D..	B-L.....	The...	She.....	W..	....	A..	She.....	Ross.	.....	.....
Wilcox.....AA	1	1900	130	P*-35x5	P*-35x5	Buda WTU	4-3¾x5½	22.5	Str...	V..	ABos	Wes*..	B-L..	D..	B-L 30....	Spi...	Rus 3600-B	W..	½ F	A..	Shu 350...	Gem.	.....	3600
Wilcox.....BB	1½	2550	135	S-36x4	S-36x5	Own BD	4-4¼x5	28.9	Str...	G..	ABos	Wes...	Own..	D..	Own Q.....	Own.	Wal 2A....	R..	½ F	B..	Shu 550...	Own.	.....	4600
Wilcox.....CC	2½	3000	135	S-36x4	S-36x3½	Own CC	4-4¼x5	28.9	Str...	G..	ABos	Wes*..	Own..	D..	Own Q.....	Own.	Wal 25 A..	R..	½ F	B..	Shu 550...	Own.	Cla..	5000
Wilcox.....E	3½	3950	147	S-36x5	S-36x5d	Buda YTU	4-4½x6	32.4	Str...	G..	ABos	Wes*..	.....	D..	Own EA....	Own.	Wal 5A....	R..	½ F	B..	She 4FA20.	Own.	.....	6600
Wilcox.....F	5	4350	160	S-36x5	S-40x12	Buda ATU	4-4¾x6½	36.1	Str...	V..	ABos	Opt...	Own..	D..	Own EA....	Spi...	Wal 5A....	R..	½ F	B..	She 5FA30.	Own.	Smi..	9000
Winther.....34-434	1½	2450	140°	S-34x5°	S-34x5	Wis SU	4-4x5	25.6	Str...	V..	ABos	ABos..	Ful...	D..	Ful.....	Pet...	Own.....	I..	....	B..	Tim°.....	Lav..	Own.	3500°
Winther.....44	2½	3100	161	S-34x5	S-34x7	Wis SU	4-4x5	25.6	Str...	V..	ABos	ABos..	Ful...	D..	Ful G7....	Pet...	Own.....	I..	....	B..	Tim.....	Lav..	Own.	4375
Winther.....54-454	3	3500	152	S-36x5	S-36x4d°	Wis UAU	4-4¼x6	28.9	Str...	V..	ABos	ABos..	B & B.	P..	B-L 51....	Pet...	Cla.....	I..	....	A°	Tim°.....	Ross.	Own.	5700°
Winther.....74-474	3½	4200	150	S-36x5	S-36x5d	Wis VAU	4-4¼x6	32.4	Str...	V..	ABos	ABos..	B & B.	P..	B-L 55....	Pet...	Cla.....	I..	....	B°	Own°.....	Ross.	Own.	7600°
Winther.....104	5	5000	162	S-36x5	S-40x6d	Wis RAU	4-4¾x6	36.1	Str...	V..	ABos	ABos..	B & B.	P..	B-L 60....	Pet...	Cla.....	I..	....	A..	Tim.....	Ross.	Own.	8600
Winther.....144	7	6000	162	S-36x6	S-40x7d	Wis RBU	4-5x6	40.0	Str...	V..	ABos	ABos..	B & B.	P.	B-L 60....	Pet...	Cla.....	I..	....	A..	Tim.....	Ross.	Own.	9500
Wisconsin.....B	1½	1850	136	S-33x5	S-32x6	Wau Y	4-4x5¼	25.6	Str...	V..	Opt..	ABos..	B-L..	D..	B-L 31....	Spi...	Tim 5511..	W..	½ F	A..	Tim.....	Ross.	Bim..	3200
Witt-Will.....N	1½	2575	144	S-36x3½	S-36x6	Con S-4	4-4¼x4½	28.9	Zen..	G..	Eis..	None..	B-L..	D..	B-L 35....	Spi...	Tim 6460..	W..	½ F	A..	Tim 1520..	Ross.	Arc..	4000
Witt-Will.....P	2	2785	168	S-36x3½	S-36x7	Con C-4	4-4½x5¼	27.2	Zen..	G..	Eis..	None..	B-L..	D..	B-L 35....	Spi...	Tim 6460..	W..	½ F	....	Tim 1520..	Ross.	Arc..	4600
Witt-Will.....S-SS	2½,3	3100	146°	P*-36x4	S-36x8°	Con K-4	4-4½x5¼	27.2	Zen..	V..	Eis..	ABos..	B-L..	D..	B-L 51....	Spi...	Tim 6560..	W..	F F.	A..	Tim 1541..	Ross.	Arc..	500 J°
Witt-Will.....A-AS	4,5	4750	172	S-36x6	S-40x6d	Con B-5	4-4¾x6	36.1	Zen..	G..	Eis..	ABos..	B-L..	D..	B-L 60....	Spi...	Tim 6760..	W..	F F.	A..	Tim 1732B	Ross.	Smi°.	9500
Yellow Cab.....T-3	¾	1295	109	P-29x4½	P-29x4½	Con V-7	4-3¾x5	22.5	Zen..	G..	RBos	N-E..	B-L..	D..	B-L 30Y..	Spi...	Tim 5331..	B..	½ F	B..	Tim 1341 Dey	Gem.	Mot..	2500
Yellow Cab.....T1	1	1450	130°	P-33x5	P-33x5	Con V-4	4-3¾x5	22.5	Zen..	V..	Bos.	N-E..	B-L..	D..	B-L 35....	Spi...	Tim 5516..	B..	½ F	B..	Tim 1341 EGO	Gem.	Mot..	3130°

ABBREVIATIONS:

°—More than one furnished.
*—Pneumatics at extra cost
'—Generator and Starter at extra cost
†—Starter not supplied, Generator at extra cost
‡—Starter at extra cost
A—Rear wheels only
ABos—American Bosch
A-L—Auto-Lite
Apo—Apollo
Arc—Archibald
A-W—Auto Wheel
B—Drive shaft and rear wheels (Brakes)
B—Straight Bevel (Final Drive)
B&B—Borg and Beck
Bet—Bethlehem
BG—Universal Machine
Bij—Bijur
Bim—Bimel
B-L—Brown-Lipe
Blo—Blood
Bos—Bosch
Bu—Buda
C—Chain (Final Drive)
Car—Carter
CAS—C. A. S. Products
Cla—Clark
Col—Columbia
Con—Connecticut (Electrical)
Con—Continental
Cot—Cotta
Cov—Covert
d—Dual
D—Jackshaft and rear wheels (Brakes)
D—Disk (Clutch)
Day—Dayton
DD—Dead
Del—Delco
Det—Detlaff (Clutch and Gearset)
D-G—Detroit Gear
Dis—Disteel
Dod—Dodge
Dyn—Dyneto
E—4-Wheel Brakes
Eat—Eaton
Eis—Eisemann
F—Floating
FF—Full Floating
Fli—Flint
Ful—Fuller
G—Gravity
G & D—Gray and Davis
Gem—Gemmer
Han—Hannum
HaS—Hall Scott
Har—Hartford (Spicer)
Hay—Hayes
Her—Hercules
Hin—Hinkley
Hol—Holley
Hoo—Hoopes (Wheels)
Hoo—Hoosier (Clutch)
H-S—Hele-Shaw
Hoo—Hoosier (Clutch)
H-S—Hele-Shaw
I—Internal Gear
Ind—Indestructible
Int—Interstate
Joh—Johnson
Jon—Phineas, Jones & Co.
Jac—Jacox
K—Cone
Kel—Kelsey
Kni—Knight (Yellow Sleeve)
Lav—Lavine (Hannum)
L-N—Leece-Neville
Lon—Long
Lyc—Lycoming
Mar—Marvel
M-E—Merchants & Evans
M-M—Mechanics Machine
Mot—Motor Wheel
Mun—Muncie
N-E—North East
Nor—Northern Wheel
O—Disk in Oil
Opt—Optional
P—Pneumatics (Tires)
P—Single Plate (Clutch)
P—Pressure (Fuel Feed)
Pet—Peters
Pic—Pick
Pru—Prudden Wheel
R—Double Reduction
Ray—Rayfield
RBos—Robert Bosch
Re—Remy
Roy—Royer Wheel
Rus—Russell
S—Solids (Tires)
S—Spiral Bevel (Final Drive)
Sal—Salisbury
Sch—Schebler (Carbureter)
Sch—Schwartz (Wheels)
Sci—Scintilla
She—Sheldon
Shu—Shuler
Smi—Smith
Sne—Snead
Spi—Spicer
Spl—Splitdorf
Std—Standard Parts (Axles)
Std—Standard Wheel
Ste—Stewart
StM—St. Marys
Str—Stromberg
S-Z—Stromberg or Zenith
The—Thermoid
Thel—Theimer
Til—Tillotson
Tim—Timken
Tor—Torbenson (Eaton)
U-M—Universal Machine Co.
U-P—Universal Products
V—Vacuum
Van—Van Wheel
Ves—Vesta
W—Worm
Wal—Walker
Wau—Waukesha
Way—Wayne
Wes—Westinghouse
Wis—Wisconsin
W-G—Warner Gear
Woh—Wohlrab
Zen—Zenith

Continental Gasoline Truck Chassis Specifications

MAKE AND MODEL	GENERAL INFORMATION: Tons Capacity	Wheel Base (In.)	Track (In.)	Tire Size and Type: Front (m.m.)	Tire Size and Type: Rear (m.m.)	ENGINE: Bore and Stroke (In.)	Suspension: No. of Points	Suspension: Main or Sub-frame	Cylinders: Head	Cylinders: Valve Arrangement	Cylinders: No. Cast in One Block	Camshaft Drive	Oiling System	Water Circulation	Fuel System: Carbureter Make	Fuel System: Fuel Feed	ELECTRICAL SYSTEM: Ignition System Make	Current Sources	Equipped with Elect. Starter	Equipped with Generator	TRANSMISSION: Clutch Type	Gearset: Location	Gearset: No. of Forward Speeds	Gearset: Position of Lever	Universal Joints: Front	Universal Joints: Rear	Rear Axle: Final Drive	Rear Axle: Propulsion Taken by	Rear Axle: Torque Taken by	RUNNING GEAR: Brakes: Foot, Type & Location	Brakes: Hand, Type & Location	Steering Gear Type	Chassis Lubrication	Wheels Type	MAKE AND MODEL
FRENCH																																				
Ariès	6	161	65	S970x160	1000x130d	4-3.93x5.90	4	Su.	Int.	L.	4	Heli.	Press.	ThS.	Solex.	Grav.		Mag.	No.	No.	MD.	SeU.	4	R.	Met.	Met.	Ch.	RR	Sp.	T.	R.	WS	GC.	CS.	**Ariès**
Ariès	4	161	56	S940x130	1000x130d	4-3.54x5.90	4	Su.	Int.	L.	4	Heli.	Press.	ThS.	Solex.	Grav.		Mag.	No.	No.	MD.	SeU.	4	R.	Met.	Met.	Ch.	RR	Sp.	T.	R.	WS	GC.	CS.	**Ariès**
Ariès	1	125	54	P835x135	835x135d	4-3.34x5.51	4	Su.	Int.	L.	4	Heli.	Press.	ThS.	Solex.	Grav.		Mag.	No.	No.	MD.	SeU.	4	R.	Met.	Met.	ST.	Sp.	TT	T.	R.	WS	GC.	Disk	**Ariès**
Ariès	1/2	116	40	P730x130	730x130	4-2.36x3.77	3	Su.	Int.		4	Heli.	Press.	ThS.	Solex.	Grav.	Duce.	Mag.	Yes	Yes	MD.	SeU.	3	R.	Fab.	Fab.	ST.	Sp.	TT	R.	T.	WS	GC.	Disk	**Ariès**
Ariès	1/4	100	40	P715x115	715x115	4-2.36x3.34	3	Su.	Int.		4	Heli.	Press.	ThS.	Solex.	Grav.	Duce.	Mag.	Yes	Yes	MD.	SeU.	3	R.	Fab.	Fab.	ST	Sp.	TT	R.	R.	WS	GC.	Disk	**Ariès**
Berliet	1/4	110	57	P730x130	730x130	4-2.44x3.77	3	Mn	Det.	I.	4	Heli.	Press.	ThS.	Zeni.	Grav.	SEV.	Mag.	Yes	Yes	SP.	Eng.	4	C.	Fab.	Fab.	SB.	Sp.	Sp.	F.	R.	WS	PG	Disk	**Berliet**
Berliet	3/4	120	56	P820x120	820x120	4-3.14x5.11	3	Mn	Det.	L.	4	Heli.	Press.	ThS.	Solex.	Vacu.	N. E.	Mag.	Yes	Yes	MD.	Eng.	4	C.	Fab.	No.	SB.	Sp.	TT	T.	R.	WW	PG	Disk	**Berliet**
Berliet	1	126	56	P820x120	820x120d	4-3.14x5.11	3	Mn	Det.	L.	4	Heli.	Press.	ThS.	Solex.	Vacu.	N. E.	Mag.	Yes	Yes	MD.	Eng.	4	C.	Fab.	Fab.	SB.	Sp.	Sp.	T.	R.	WW	PG	Disk	**Berliet**
Berliet	1 1/2	144	62	P835x135	835x135d	4-3.54x5.11	3	Mn	Det.	L.	4	Heli.	Press.	Pump	Zeni.	Vacu.	N. E.	Mag.	Yes	Yes	MD.	Eng.	4	C.	Fab.	Fab.	DR	Sp.	Sp.	T.	R.	WW	PG	Disk	**Berliet**
Berliet	2 1/2	150	62	P955x155	955x155d	4-3.54x5.11	3	Mn	Det.	L.	4	Heli.	Press.	Pump	Zeni.	Vacu.	N. E.	Mag.	Yes	Yes	MD.	Eng.	4	C.	Fab.	Fab.	Wo.	Sp.	Sp.	F.	R.	WW	PG	Disk	**Berliet**
Berliet	2 1/2	157	67	P955x155	955x155d	4-4.33x5.51	4	Mn	Det.	I.	4	Heli.	Press.	Pump	Berl.	Vacu.	N. E.	Mag.	Yes	Yes	MD.	SeU.	4	R.	Met.	No.	DR	Sp.	TT	F.	R.	SN.	PG	Disk	**Berliet**
Berliet	3 1/2	165	70	P1025x185	1025x185d	4-4.33x5.51	3	Mn	Int.	L.	4	Heli.	Press.	Pump	Berl.	Vacu.	N. E.	Mag.	Yes	Yes	MD.	SeU.	4	R.	Met.	Fab.	Wo.	Sp.	Sp.	T.	R.	SN.	PG	Disk	**Berliet**
Berliet	5	160	70	S950x140	1030x160d	4-4.33x5.51	4	Su.	Int.	L.	4	Heli.	Pump	Pump	Berl.	Grav.		Mag.	No.	No.	MD.	SeU.	4	R.	Met.	Met.	Ch.	Sp.	RR	T.	R.	SN.	PG	CS.	**Berliet**
Berliet	5	157	70	S1025x185	1025x185d	4-4.33x5.51	4	Su.	Int.	L.	4	Heli.	Pump	Pump	Berl.	Grav.		Mag.	No	No.	MD.	SeU.	4	R.	Fab.	Fab.	DR	Sp.	Sp.	T.	R.	SN.	PG	CS.	**Berliet**
Berliet	6 1/2	165	70	S950x140	970x200d	4-4.35x5.51	4	Su.	Int.	L.	4	Heli.	Press.	ThS.	Berl.	Grav.		Mag.	No.	No.	MD.	SeU.	4	R.	Fab.	Fab.	Wo.	Sp.	Sp.	T.	R.	SN.	PG	CS.	**Berliet**
Chenard-Walcker	5	90	56	P880x120	880x120d	4-3.14x5.90	4	Su.	Int.	L.	4	Heli.	Press.	ThS.	Solex.	Grav.	SEV	Mag.	No.	No.	Co.	SeU.	4	R.	Met.	Met.	IG.	Sp.	TT	T.	R.	WS	GC.	Disk	**Chenard-Walcker**
Chenard-Walcker	10	90	55	P880x120	880x120d	4-3.14x5.90	4	Su.	Int.	L.	4	Heli.	Press.	ThS.	Solex.	Grav.	SEV.	Mag.	No.	No.	Co.	SeU.	8	R.	Met.	Met.	IG.	Sp.	TT	T.	R.	WS	GC.	Disk	**Chenard-Walcker**
Chenard-Walcker	1/4	111	47	P710x90	710x90	4-3.14x5.90	4	Su.	Int.	L.	4	Heli.	Press.	ThS.	Solex.	Grav.	SEV.	Mag.	Opt.	Opt.	Co.	SeU.	3	R.	Met.	Met.	IG.	Sp.	TT	T.	R.	WS	GC.	Disk	**Chenard-Walcker**
Chenard-Walcker	1 1/2	112	52	P765x105	765x105d	4-2.71x3.93	4	Su.	Int.	L.	4	Heli.	Press.	ThS.	Solex.	Grav.	SEV.	Mag.	Opt.	Opt.	Co.	SeU.	4	R.	Met.	Met.	IG.	Sp.	TT	T.	R.	WS	GC.	Disk	**Chenard-Walcker**
Chenard-Walcker	1 3/4	135	59	P895x135	895x135d	4-3.14x5.90	4	Su.	Int.	L.	4	Heli.	Press.	ThS.	Solex.	Grav.	SEV	Mag.	Opt.	Opt.	Co.	SeU.	4	R.	Met.	Met.	IG.	Sp.	TT	T.	R.	WS	PG	Disk	**Chenard-Walcker**
Citroën	1/5	89	47	P715x115	715x115	4-2.16x3.54	3	Mn	Det.	L.	4	Heli.	Press.	ThS.	Solex.	Grav	R-B.	Mag.	Yes	Yes	SP.	Eng.	3	C.	Fab.	Fab.	HB	Sp.	Sp.	T.	R.	WW	PG	Disk	**Citroën**
Citroën	1/2	111	47	P745x145	745x145	4-2.67x3.93	3	Mn	Det.	L.	4	Heli.	Press.	ThS.	Solex.	Grav	R-B.	Mag.	Yes	Yes	SP.	Eng.	3	C.	Fab.	Fab.	HB	Sp.	Sp.	T.	R.	WW	PG	Disk	**Citroën**
Corre-la-Licorne	1/4	106	51	P710x90	710x90	4-2.55x4.12	4	Su.	Det.	L.	4	Heli.	Press.	ThS.	Solex.	Grav.	Salm.	Mag.	Opt.	Opt.	Co.	Eng.	4	R.	Met.	Met.	SB.	Sp.	Sp.	R.	R.	WS	PG	Disk	**Corre-la-Licorne**
Corre-la-Licorne	1/2	113	51	P760x90	760x90	4-2.63x4.72	4	Su.	Int.	L.	4	Chai	Pump	ThS.	Solex.	Grav.	Salm.	Mag.	Opt.	Opt.	Co.	Eng.	4	R.	Met.	Met.	SB.	Sp.	Sp.	R.	R.	WS	PG	Disk	**Corre-la-Licorne**
Corre-la-Licorne	1	127	56	P820x120	820x120	4-2.95x5.11	4	Su.	Det.	L.	4	Heli.	Press.	ThS.	Solex.	Grav.	Salm.	Mag.	Opt.	Opt.	Co.	SeU.	4	R.	Met.	Met.	SB.	Sp.	Sp.	R.	R.	WS	PG	Disk	**Corre-la-Licorne**
Corre-la-Licorne	2	147	56	P820x120	820x120d	4-3.34x5.11	4	Su.	Det.	L.	4	Heli.	Press.	ThS.	Solex.	Grav.	Salm.	Mag.	Opt	Opt.	Co.	SeU.	4	R.	Met.	Met.	ST.	Sp.	Sp.	T.	R.	WS	PG	Disk	**Corre-la-Licorne**
Cottin Desgouttes	1 1/2	138	59	P895x135	895x135d	4-3.14x6.29	4	Mn	Det.	L.	4	Heli.	Press.	Pump	Zeni.	Vacu.	Zeni	Mag.	Opt.	Opt.	Co.	Eng.	4	R.	Met.	Met.	DR	TT	TT	T.	R.	SN.	GC.	Disk	**Cottin Desgouttes**
Cottin Desgouttes	2	166	59	P955x155	955x155d	4-3.54x6.29	4	Mn	Int.	L.	4	Heli.	Press.	Pump	Zeni.	Vacu.	Zeni	Mag.	Opt.	Opt.	Co.	Eng.	4	R.	Met.	Met.	DR	Sp.	Sp.	F.	R.	SN.	GC.	Disk	**Cottin Desgouttes**
Crochat	3	145	65	S930x120	1010x120d	4-3.54x5.90	4	Su.	Int.	L.	4	Spur	Press.	Pump	Zeni.	Grav.		Mag.	Yes	Yes	No.	Ele.	1	R.	Met.	Met.	Ch.	RR	Sp.	T.	R.	WS	GC.	CS.	**Crochat**
De Dion Bouton	1/2	116	51	P765x105	765x105	4-2.75x4.72	3	Mn	Int.	L.	4	Heli.	Press.	ThS.	Solex.	Grav.	Vict.	Mag.	Yes	Yes	SP.	Eng.	4	R.	Met.	No.	SB.	TT	TT	F.	R.	WS	GC.	Disk	**De Dion Bouton**
De Dion Bouton	2	147	62	P895x135	895x135d	4-3.34x5.11	3	Mn	Int.	I.	4	Heli.	Press.	ThS.	Solex.	Grav.	Viet.	Mag.	Yes	Yes	SP.	Eng.	4	R.	Met.	No.	SB.	TT	TT	F.	R.	WS	GC.	Disk	**De Dion Bouton**
De Dion Bouton	3	161	65	S930x120	930x120d	4-3.93x5.51	3	Mn	Int.	L.	4	Heli.	Press.	ThS.	Solex.	Grav.	Viet.	Mag.	Yes	Yes	SP.	SeU.	4	R.	Met.	Met.	IG.	Sp.	Sp.	T.	R.	WS	GC.	CS.	**De Dion Bouton**
De Dion Bouton	5	169	65	S950x140	950x140d	4-3.93x5.90	4	Su.	Int.	L.	4	Heli.	Press.	ThS.	Solex.	Grav.	Viet.	Mag.	No.	No.	SP.	SeU.	4	R.	Met.	Met.	IG.	Sp.	Sp.	T.	R.	WS	GC.	CS.	**De Dion Bouton**
Delahaye	1/2	107	51	P835x135	835x135	4-2.75x4.72	4	Mn	Int.	L.	4	Heli.	Pump	Pump	Solex.	Vacu.	Opt.	Mag.	Yes	Yes	SP.	Eng.	4	R.	Met.	Met.	SB.	Sp.	Sp.	T.	R.	WS	PG	Wood	**Delahaye**
Delahaye	1	133	52	P820x120	820x120d	4-3.34x5.11	3	Mn	Int.	L.	4	Heli.	Pump	Pump	Solex.	Vacu.	Opt.	Mag.	Yes	Yes	SP.	SeU.	4	R.	Met.	Met.	SB.	Sp.	Sp.	T.	R.	WS	PG	Disk	**Delahaye**
Delahaye	2	143	59	P935x135	935x135d	4-3.34x5.11	3	Mn	Int.	L.	4	Heli.	Pump	Pump	Solex.	Grav.	Opt.	Mag.	Yes	Yes	Co.	SeU.	4	R.	Met.	Met.	SB.	Sp.	Sp.	T.	R.	WS	PG	Disk	**Delahaye**
Delahaye	3	169	64	P955x155	955x155d	4-3.34x5.11	4	Mn	Int.	L.	4	Heli.	Pump	Pump	Claud	Grav.	Opt.	Mag.	Yes	Yes	Co.	SeU.	4	R.	Met.	Met.	SB.	Sp.	Sp.	F.	R.	WS	PG	Disk	**Delahaye**
Delahaye	4	158	64	S940x130	1040x130d	4-3.93x6.29	4	Mn	Int.	L.	4	Heli.	Pump	Pump	Claud	Grav.		Mag.	No.	No.	Co.	SeU.	4	R.	Met.	Met.	Ch.	RR	Sp.	T.	R.	WS	PG	Wood	**Delahaye**
Delahaye	4	161	66	P955x155	955x155d	4-3.93x6.29	4	Mn	Int.	L.	4	Heli.	Pump	Pump	Claud	Grav.		Mag.	No.	No.	Co.	SeU.	4	R.	Met.	Met.	Ch.	RR	Sp.	T.	R.	WS	PG	Disk	**Delahaye**
Delahaye	5	165	64	S950x140	1030x160d	4-3.93x6.29	4	Mn	Int.	L.	4	Heli.	Pump	Pump	Claud	Grav.		Mag.	No.	No.	Co.	SeU.	4	R.	Met.	Met.	DR	RR	Sp.	T.	R.	WS	PG	Wood	**Delahaye**
Delaugere-Clayette	1	119	56	P820x120	820x120d	4-2.95x4.72	4	Su.	Det.	L.	4	Chai	Press	ThS.	Zeni.	Grav.		Mag.	No.	Yes	Co.	SeU.	4	R.	Met.	Met.	SB.	Sp.	Sp.	T.	R.	WS	PG	Disk	**Delaugere-Clayette**
Delaugere-Clayette	3	155	64	S950x140	1000x130d	4-3.93x5.51	4	Su.	Det.	L.	2	Spur	Press.	ThS.	Zeni.	Grav.		Mag.	No.	Yes	Co.	SeU.	4	R.	Met.	Met.	Ch.	Sp.	Sp.	T.	R.	WS	PG	Disk	**Delaugere-Clayette**
Donnet-Zedel	1	126	54	P835x135	835x135	4-2.44x3.58	4	Mn	Det.	L.	4	Heli.	Press.	ThS.	Zeni.	Vacu.	SEV	Mag.	Yes	Yes	SP.	Eng.	4	R.	Fab.	Fab.	SB.	Sp.	Sp.	F.	R.	WS	PG	Disk	**Donnet-Zedel**
Dewald	5	157	67	S950x140	1000x140d	4-4.33x5.90	4	Su.	Int.	L.	2	Spur	Press.	Pump	Zeni.	Grav.		Mag.	No.	Yes	Co.	SeU.	4	R.	Met.	Met.	Ch.	RR	Sp.	T.	R.	WS	PG	Wood	**Dewald**
Dewald	10	177	68	S1030x180	1030x200d	4-4.33x5.90	4	Su.	Int.	L.	2	Spur	Press.	Pump	Zeni.	Grav.		Mag.	No.	Yes	Co.	SeU.	4	R.	Met.	Met.	Ch.	RR	Sp.	T.	R.	WS	PG	Wood	**Dewald**
Laffly	1 3/4	138	62	P820x120	820x120d	4-3.14x5.11	4	Su.	Int.	L.	4	Spur	Pump	Pump	Zeni.	Grav.	SEV.	Mag.	No.	No.	Co.	SeU.	4	R.	Met.	Met.	ST.	Sp.	Sp.	T.	R.	WS	GC.	Disk	**Laffly**
Laffly	2 1/2	156	63	P855x155	855x155d	4-3.54x5.11	3	Mn	Det.	L.	4	Spur	Pump	Pump	Zeni.	Grav.	SEV.	Mag.	Yes	Yes	MD.	Eng.	4	C.	Fab.	Fab.	SB.	Sp.	Sp.	T.	R.	WS	PG	Disk	**Laffly**
Latil	1 1/2	138	59	P955x155	955x155d	4-3.34x5.11	3	Mn	Int.	L.	4	Spur	Press.	Pump	Solex.	Vacu.	SEV.	Mag.	Yes	Yes	SP.	Eng.	4	C.	Met.	Met.	ST.	Sp.	Sp.	T.	R.	WS	GC.	Disk	**Latil**
Latil	Tr.	78	66	P955x155	955x155d	4-4.12x5.51	3	Mn	Int.	L.	4	Spur	Press.	Pump	Solex.	Grav.	SEV.	Mag.	No.	No.	SP.	Eng.	6	C.	Met.	Met.	IG.	Sp.	Sp.	F.	R.	WS	GC.	Disk	**Latil**
Latil	5	137	66	S1000x140	1000x140d	4-4.12x5.51	3	Mn	Int.	L.	4	Spur	Pump	ThS.	Solex.	Grav.	SEV.	Mag.	No.	No.	Co.	Eng.	4	R.	Met.	Met.	IG.	Sp.	Sp.	F.	F.	SN.	GC.	CS.	**Latil**
Latil	3	121	66	P955x155	955x155d	4-4.12x5.51	3	Mn	Int.	L.	4	Spur	Pump	ThS.	Solex.	Grav.	SEV.	Mag.	No.	No.	Co.	Eng.	4	R.	Met.	Met.	IG.	Sp.	Sp.	F.	F.	SN.	GC.	Disk	**Latil**
Mathis	1/5	90	43	P700x80	700x80	4-2.16x3.14	3	Mn	Int.	L.	4	Heli.	Pump	ThS.	Solex.	Grav.	Vauc.	Mag.	Yes	Yes	MD.	Eng.	4	R.	Met.	Met.	ST.	Sp.	Sp.	R.	R.	WS	PG	Disk	**Mathis**
Mathis	1/4	108	43	P710x90	710x90	4-2.36x3.46	3	Mn	Int.	L.	4	Heli.	Pump	ThS.	Solex.	Grav.	Vauc.	Mag.	Yes	Yes	MD.	Eng.	4	R.	Met.	Met.	ST.	Sp.	Sp.	R.	R.	WS	PG	Disk	**Mathis**
Mathis	1/2	111	43	P710x90	710x90	4-2.36x3.93	3	Mn	Int.	L.	4	Heli.	Pump	ThS.	Solex.	Grav.	Vauc.	Mag.	Yes	Yes	MD.	Eng.	4	R.	Met.	Met.	ST.	Sp.	Sp.	R.	R.	WS	PG	Disk	**Mathis**
Peugeot	1/6	89	38	P650x65	650x65	4-1.96x3.34	3	Mn	Det.	L.	4	Chai	Spla.	ThS.	Zeni.	Grav.	SEV.	Mag.	No.	No.	SP.	Eng.	3	C.	Met.	No.	Wo.	Sp.	TT	R.	R.	Bev.	PG	Wire	**Peugeot**
Peugeot	1/2	99	47	P760x90	760x90	4-2.59x4.12	3	Mn	Int.	L.	4	Chai	Spla.	ThS.	Zeni.	Grav.	SEV.	Mag.	Yes	Yes	MD.	Eng.	4	C.	Met.	Met.	Wo.	Sp.	TT	R.	R.	SN.	PG	Wood	**Peugeot**
Peugeot	1 1/2	127	59	P955x155	955x155d	4-3.34x5.11	4	Su.	Det.	L.	4	Spur.	Press.	Pump	Zeni.	Grav.	SEV.	Mag.	Yes	Yes	SP.	Eng.	4	C.	Met.	Met.	IG.	Sp.	TT	F.	R.	SN.	PG	Disk	**Peugeot**
Peugeot	3	153	64	S940x130	1000x130d	4-3.93x5.90	4	Su.	Int.	L.	4	Spur.	Press.	Pump	Zeni.	Grav.	SEV.	Mag.	No.	No.	Co.	SeU.	4	R.	Met.	Met.	Wo.	Sp.	RR	R.	R.	SN.	PG	CS.	**Peugeot**
Panhard-Levassor	1 1/2	106	51	P820x120	820x120	4-2.36x4.12	3	Mn.	Det.	Sl.	4	Chai.	Spla.	Pump	Own.	Grav.	SEV.	Mag.	Opt.	Opt.	Co.	Eng.	4	R.	Rub.	No.	SB.	TT.	TT.	F.	R.	SN.	GC.	Wood	**Panhard-Levassor**
Panhard-Levassor	1	119	54	P835x135	835x135	4-2.95x5.11	3	Mn.	Det.	Sl.	4	Chai.	Spla.	Pump	Own.	Grav.	SEV.	Mag.	Opt.	Opt.	MD.	Eng.	4	R.	Met.	No.	SB.	TT.	TT.	F.	R.	SN.	GC.	Wood	**Panhard-Levassor**
Panhard-Levassor	1 1/2	142	62	P880x120	880x120d	4-2.95x5.11	3	Mn.	Det.	Sl.	4	Chai.	Spla.	Pump	Own.	Grav.	SEV.	Mag.	Opt.	Opt.	MD.	Eng.	4	R.	Met.	No.	SB.	TT.	TT.	F.	R.	SN.	GC.	Wood	**Panhard-Levassor**
Panhard-Levassor	2	142	62	P895x135	895x135d	4-2.95x5.11	3	Mn.	Det.	Sl.	4	Chai.	Pump	Pump	Own.	Grav.	SEV.	Mag.	Opt.	Opt.	MD.	Eng.	4	R.	Met.	No.	SB.	TT.	TT.	F.	R.	SN.	GC.	Wood	**Panhard-Levassor**
Panhard-Levassor	3 1/2	162	72	P955x155	955x155d	4-3.34x5.51	3	Mn	Det.	Sl.	4	Chai.	Pump	Pump	Own.	Grav.	SEV	Mag.	Opt.	Opt.	MD.	Eng.	4	R.	Met.	No.	SB.	TT	TT	F.	R.	SN.	GC.	Wood	**Panhard-Levassor**
Panhard-Levassor	4	162	72	P1025x185	1025x185d	4-3.34x5.57	3	Mn	Det.	Sl.	4	Chai.	Pump	Pump	Own.	Grav.	SEV	Mag.	Opt.	Opt.	MD.	Eng.	4	R.	Met.	No.	SB.	TT	TT	F.	R.	SN.	GC.	Wood	**Panhard-Levassor**

Panhard-Levassor	1½	142	62	P880x120	880x120d	4-2.95x5.11	3	Mn.	Det.	Sl.	4	Chai.	Spla.	Pump	Own.	Grav.	SEV	Mag.	Opt.	Opt.	MD.	Eng.	4	R.	Met.	No.	SB.	TT	TT	F.	R.	SN.	GC.	Wood	**Panhard-Levassor**
Panhard-Levassor	2	142	62	P895x135	895x135d	4-2.95x5.11	3	Mn.	Det.	Sl.	4	Chai.	Pump	Pump	Own.	Grav.	SEV	Mag.	Opt.	Opt.	MD.	Eng.	4	R.	Met.	No.	SB.	TT	TT	F.	R.	SN.	GC.	Wood	**Panhard-Levassor**
Panhard-Levassor	3½	162	72	P955x155	955x155d	4-3.34x5.51	3	Mn.	Det.	Sl.	4	Chai.	Pump	Pump	Own.	Grav.	SEV	Mag.	Opt.	Opt.	MD.	Eng.	4	R.	Met.	No.	SB.	TT	TT	F.	R.	SN.	GC.	Disk	**Panhard-Levassor**
Panhard-Levassor	4	162	72	P1025x185	1025x185d	4-3.34x5.57	3	Mn.	Det.	Sl.	4	Chai.	Pump	Pump	Own.	Grav.	SEV	Mag.	Opt.	Opt.	MD.	Eng.	4	R.	Met.	No.	SB.	TT	TT	F.	R.	SN.	GC.	Disk.	**Panhard-Levassor**
Renault	½	96	45	P700x80	700x80	4-2.28x3.55	3	Su.	Det.	L.	4	Heli.	Pump	ThS.	Own.	Grav.	SEV	Mag.	Yes.	Yes.	Co.	TT	3	R.	Met.	No.	SB.	TT	TT	F.	R.	WS.	GC.	Disk.	**Renault**
Renault	¾	126	56	P820x120	820x120	4-2.95x4.72	3	Su.	Int.	L.	4	Heli.	Pump	ThS.	Own.	Grav.	SEV	Mag.	Yes.	Yes.	Co.	TT	3	R.	Met.	No.	DR	TT	TT	F.	R.	WS.	GC.	Disk.	**Renault**
Renault	1½	145	59	P835x135	835x135d	4-3.34x5.51	3	Su.	Int.	L.	4	Heli.	Pump	ThS.	Own.	Grav.	SEV	Mag.	Yes.	Yes.	Co.	TT	4	R.	Met.	No.	DR	TT	TT	F.	R.	WS.	GC.	Disk.	**Renault**
Renault	3	160	59	P955x155	955x155d	4-3.93x6.29	3	Su.	Int.	L.	4	Heli.	Pump	ThS.	Own.	Grav.	SEV	Mag.	Yes.	Yes.	Co.	SeU.	4	R.	Met.	No.	DR	Sp.	TT	F.	R.	WS.	GC.	Disk.	**Renault**
Renault	5	165	68	P1025x185	1025x185d	4-4.93x6.29	3	Su.	Int.	L.	4	Heli.	Pump	ThS.	Own.	Grav.	SEV	Mag.	No.	No.	Co.	SeU.	4	R.	Met.	No.	IG.	Sp.	TT	F.	R.	WS.	GC.	Disk.	**Renault**
Renault	5	170	68	S950x140	1030x160d	4-3.93x6.29	3	Su.	Int.	L.	4	Heli.	Pump	ThS.	Own.	Grav.	SEV	Mag.	No.	No.	Co.	SeU.	4	R.	Met.	No.	IG.	Sp.	TT	F.	R.	WS.	GC.	CS.	**Renault**
Renault	7½	188	72	S1030x180	1030x160d	4-4.91x6.29	3	Su.	Int.	L.	2	Heli.	Pump	ThS.	Own.	Grav.	SEV	Mag.	No.	No.	Co.	SeU.	4	R.	Met.	No.	IG.	Sp.	TT	R.	R.	WS.	GC.	CS.	**Renault**
Rochet-Schneider	1½	135	58	P880x120	880x120d	4-3.14x5.11	3	Su.	Int.	L.	4	Heli.	Press.	ThS.	Zeni.	Vacu.	Zeni.	Mag.	Opt.	Opt.	Co.	Eng.	4	C.	Met.	Met.	DR	Sp.	TT	T.	R.	WS.	GC.	Disk.	**Rochet-Schneider**
Rochet-Schneider	2½	165	59	P955x155	955x155d	4-3.74x5.51	3	Su.	Int.	L.	4	Heli.	Press.	ThS.	Zeni.	Vacu.	Zeni.	Mag.	Opt.	Opt.	Co.	Eng.	4	C.	Met.	Met.	DR	Sp.	TT	F.	R.	WS.	GC.	Disk.	**Rochet-Schneider**
Saurer	2	147	60	P895x135	895x135d	4-3.93x5.90	3	Mn.	Det.	I.	4	Heli.	Pump	Pump	Own.	Vacu.	......	Mag.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	Met.	ST.	Sp.	Sp.	R.	R.	SN.	PG.	Disk.	**Saurer**
Saurer	3	177	64	P955x155	955x155d	4-3.93x6.69	3	Mn.	Int.	L.	4	Heli.	Pump	Pump	Own.	Grav.	......	Mag.	Opt.	Yes.	Co.	Eng.	4	R.	Met.	Met.	ST.	Sp.	Sp.	F.	R.	SN.	PG.	Wood	**Saurer**
Saurer	3	177	64	P1085x185	1085x185d	4-4.33x7.08	3	Mn.	Int.	L.	4	Heli.	Pump	Pump	Own.	Grav.	......	Mag.	Opt.	Yes.	Co.	Eng.	4	R.	Met.	Met.	ST.	Sp.	Sp.	F.	R.	SN.	PG.	Wood	**Saurer**
Saurer	5	186	65	S1030x160	1030x160d	4-4.33x7.08	3	Mn.	Int.	L.	4	Heli.	Pump	Pump	Own.	Grav.	......	Mag.	Opt.	Yes.	Co.	Eng.	4	R.	Met.	Met.	ST.	Sp.	Sp.	R.	R.	SN.	PG.	Wood	**Saurer**
Scemia	3	165	65	P955x155	955x155d	4-3.74x5.90	4	Su.	Int.	F.	4	Spur.	Press.	Pump	Solex.	Grav.	Delco.	Bat.	Yes.	Yes.	SP.	SeU.	4	R.	Met.	Met.	IG.	Sp.	Sp.	T.	R.	WS.	PG.	Disk.	**Scemia**
Scemia	5	124	87	S900x140	960x160d	4-4.33x5.90	1	Su.	Int.	F.	1	Spur.	Press.	Pump	Solex.	Grav.	......	Mag.	No.	No.	MD.	SeU.	3	R.	Met.	Met.	IG.	Sp.	Sp.	T.	R.	WS.	PG.	CS.	**Scemia**
Scemia	7	171	65	S900x140	970x180d	4-4.33x5.90	1	Su.	Int.	F.	1	Spur.	Press.	Pump	Solex.	Grav.	......	Mag.	No.	No.	MD.	SeU.	3	R.	Met.	Met.	IG.	Sp.	Sp.	T.	R.	WS.	PG.	CS.	**Scemia**
Somua	Fi E	114	61	P955x155	955x155d	4-5.30x6.69	4	Su.	Int.	F.	1	Spur.	Press.	Pump	Solex.	Grav.	......	Bat.	Opt.	Opt.	SP.	SeU.	4	R.	Met.	Met.	IG.	Sp.	Sp.	F.	R.	WS.	GC.	Disk.	**Somua**
Somua	Fi E	106	61	P955x155	955x155d	4-3.74x5.90	4	Su.	Int.	F.	1	Spur.	Press.	Pump	Solex.	Grav.	......	Mag.	Opt.	Opt.	SP.	SeU.	4	R.	Met.	Met.	IG.	Sp.	Sp.	F.	R.	WS.	GC.	Disk.	**Somua**
Somua	Fi E	98	60	P895x135	895x135d	4-3.22x5.58	4	Su.	Int.	F.	1	Spur.	Press.	ThS.	Solex.	Grav.	......	Mag.	Opt.	Opt.	Co.	SeU.	4	R.	Met.	Met.	IG.	Sp.	Sp.	T.	R.	WS.	GC.	Disk.	**Somua**
Unic	Taxi	119	53	P765x105	765x105	4-2.75x4.72	3	Mn.	Det.	L.	4	Chai.	Press.	ThS.	Viel.	Grav.	Duce.	Mag.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	Met.	SB.	Sp.	Sp.	F.	R.	WS.	PG.	Disk.	**Unic**
Unic	½	106	53	P765x105	765x105	4-2.75x4.72	3	Mn.	Det.	L.	4	Chai.	Press.	ThS.	Viel.	Grav.	Duce.	Mag.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	Met.	SB.	Sp.	Sp.	F.	R.	WS.	PG.	Disk.	**Unic**
Unic	¾	119	52	P835x135	835x135	4-2.75x4.72	3	Mn.	Det.	L.	4	Chai.	Press.	ThS.	Viel.	Grav.	Duce.	Mag.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	Met.	SB.	Sp.	Sp.	F.	R.	WS.	PG.	Disk.	**Unic**
Unic	1	123	55	P880x120	880x120d	4-3.14x5.11	4	Su.	Det.	L.	4	Chai.	Press.	Pump	Viel.	Grav.	Duce.	Mag.	Yes.	Yes.	Co.	SeU.	4	R.	Met.	Met.	SB.	Sp.	Sp.	F.	R.	WS.	PG.	Disk.	**Unic**
Unic	2½	139	60	P955x155	955x155d	4-3.14x5.81	4	Su.	Det.	L.	4	Chai.	Press.	Pump	Viel.	Grav.	......	Mag.	Opt.	Opt.	Co.	Eng.	4	R.	Met.	Met.	DR	Sp.	Sp.	F.	R.	WS.	PG.	Disk.	**Unic**
Vermorel	½	119	53	P820x120	820x120	4-3.14x5.11	4	Mn.	Int.	L.	4	Heli.	Press.	ThS.	Zeni.	Grav.	Duce.	Mag.	Yes.	Yes.	Co.	Eng.	4	R.	Met.	Met.	ST.	Sp.	Sp.	T.	R.	WS.	GC.	Wood	**Vermorel**
Vermorel	1	139	63	P895x135	895x135d	4-3.14x5.11	4	Mn.	Int.	L.	4	Heli.	Press.	ThS.	Zeni.	Grav.	Duce.	Mag.	Yes.	Yes.	Co.	Eng.	4	R.	Met.	Met.	ST.	Sp.	Sp.	T.	R.	WS.	GC.	Disk.	**Vermorel**
Zedel	½	114	53	P765x105	765x105	4-2.95x4.72	4	Mn.	Det.	L.	4	Heli.	Press.	ThS.	Zeni.	Vacu.	Saga.	Mag.	Yes.	Yes.	SP.	Eng.	4	R.	Fab.	Met.	SB.	Sp.	Sp.	T.	R.	WS.	PG.	Disk.	**Zedel**

ITALIAN

Fiat	½	104	55	P760x90	760x90	4-2.55x4.33	3	Mn.	Det.	L.	4	Spur.	Press.	Pump	Own.	Grav.	Own.	Mag.	Yes.	Yes.	MD.	Eng.	4	R.	Met.	No.	SB.	TT	TT	R.	R.	WW	PG.	Disk.	**Fiat**
Fiat	¾	108	55	P765x105	765x105d	4-2.55x4.33	3	Mn.	Det.	L.	4	Spur.	Press.	Pump	Own.	Grav.	Own.	Mag.	Yes.	Yes.	MD.	Eng.	4	R.	Met.	No.	Wo.	TT	TT	R.	R.	WW	PG.	Disk.	**Fiat**
Fiat	1½	120	55	P820x120	820x120d	4-2.95x5.11	4	Mn.	Det.	L.	4	Spur.	Press.	Pump	Own.	Press	Own.	Mag.	Yes.	Yes.	MD.	Eng.	4	R.	Met.	No.	SB.	TT	TT	R.	R.	WW	PG.	Disk.	**Fiat**
Fiat	2	138	59	P895x135	895x135d	4-3.74x5.51	4	Mn.	Det.	L.	4	Spur.	Press.	Pump	Own.	Grav.	Own.	Mag.	Yes.	Yes.	MD.	Eng.	4	R.	Fab.	Fab.	Wo.	Sp.	Sp.	R.	R.	WW	PG.	Disk.	**Fiat**
Mancia	2	171	63	P955x155	955x155d	4-4.33x5.51	4	Mn.	Det.	L.	4	Spur.	Press.	Pump	Zeni.	Vacu.	Rush.	Mag.	Yes.	Yes.	MD.	Eng.	4	R.	Met.	No.	SB.	TT	TT	F.	R.	WS.	PG.	Disk.	**Mancia**
Spa	3	174	58	P955x155	955x155d	4-3.9 x5.51	3	Mn.	Det.	L.	4	Spur.	Press.	Pump	Zeni.	Vacu.	Mar.	Mag.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	Fab.	DR	Sp.	Sp.	F.	F.	WS.	PG.	Disk.	**Spa**
Spa	5	156	62	P1025x185	1025x185d	4-3.9 x5.51	3	Mn.	Det.	L.	4	Spur.	Press.	Pump	Zeni.	Vacu.	Mar.	Mag.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	Fab.	DR	Sp.	Sp.	F.	F.	WS.	PG.	Disk.	**Spa**

SWISS

Berna	5	173	65	P1085x185	1085x185d	4-4.5x6.29	3	Su.	Int.	L.	2	Spur.	Pump	Pump	Claud.	Grav.	Scin.	Mag.	No.	No.	Co.	SeU.	4	R.	Met.	Met.	IG.	Sp.	Sp.	T.	R.	WS.	PG.	Wood	**Berna**

BELGIAN

Bovy	1½	126	58	P835x135	835x135	4-3.34x5.3	4	Su.	Int.	F.	4	Spur.	Press.	ThS.	Solex.	Grav.	Bos.	Mag.	No.	Yes.	Co.	SeU.	4	R.	Met.	Met.	SB.	Sp.	Sp.	T.	F.	SN.	PG.	Wood	**Bovy**
Bovy	2	144	58	P835x135	835x135d	4-3.34x5.3	4	Su.	Int.	F.	4	Spur.	Press.	ThS.	Solex.	Grav.	Bos.	Mag.	No.	Yes.	Co.	SeU.	4	R.	Met.	Met.	DR.	Sp.	Sp.	T.	F.	SN.	PG.	Disk.	**Bovy**
Bovy	3	157	58	P855x155	855x155d	4-3.62x5.3	4	Su.	Int.	F.	4	Spur.	Press.	ThS.	Solex.	Grav.	Bos.	Mag.	No.	Yes.	Co.	SeU.	4	R.	Met.	Met.	DR.	Sp.	Sp.	T.	F.	SN.	PG.	Disk.	**Bovy**
Bovy	5	189	68	P1025x185	1025x185d	4-4.33x7.08	4	Su.	Int.	F.	2	Spur.	Press.	Pump	Solex.	Grav.	Bos.	Mag.	No.	Yes.	Co.	SeU.	4	R.	Met.	Met.	DR.	Sp.	Sp.	T.	F.	SN.	PG.	Disk.	**Bovy**
Brossel	2½	143	60	P835x135	835x135d	4-3.54x5.90	4	Su.	Int.	L.	4	Spur.	Press.	ThS.	Zeni.	Grav.	Saga.	Mag.	No.	No.	MD.	SeU.	4	R.	Fab.	Fab.	Wo.	Sp.	Sp.	F.	R.	WS.	PG.	Disk.	**Brossel**
Brossel	3½	155	60	P895x155	895x155d	4-3.54x5.90	4	Su.	Int.	L.	4	Spur.	Press.	ThS.	Zeni.	Grav.	Saga.	Mag.	No.	No.	MD.	SeU.	4	R.	Fab.	Fab.	Wo.	Sp.	Sp.	F.	R.	WS.	PG.	Disk.	**Brossel**
Dasse	2	137	55	P855x155	855x155d	4-3.34x4.72	4	Su.	Det.	I.	4	Spur.	Press.	Pump	Zeni.	Vacu.	Scin.	Mag.	Yes.	Yes.	MD.	Eng.	4	R.	Fab.	Fab.	Wo.	Sp.	Sp.	R.	T.	WS.	PG.	Disk.	**Dasse**
Miesse	2½	167	65	P855x155	855x155d	4-2.95x5.11	4	Mn.	Det.	I.	4	Bev.	Press.	Pump	Zeni.	Grav.	Bos.	Mag.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	Met.	DR.	Sp.	Sp.	F.	R.	WS.	PG.	Disk.	**Miesse**
Miesse	3	181	65	P855x155	855x155d	4-3.14x5.11	4	Mn.	Det.	I.	4	Bev.	Press.	Pump	Zeni.	Grav.	Bos.	Mag.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	Met.	DR.	Sp.	Sp.	F.	R.	WS.	PG.	Disk.	**Miesse**
Miesse	3	204	65	P855x155	855x155d	4-3.14x5.11	4	Mn.	Det.	I.	4	Bev.	Press.	Pump	Zeni.	Grav.	Bos.	Mag.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	Met.	DR.	Sp.	Sp.	F.	R.	WS.	PG.	Disk.	**Miesse**
Miesse	3	204	65	P1025x185	1025x185d	8-2.95x5.11	4	Mn.	Det.	I.	8	Bev.	Press.	Pump	Zeni.	Grav.	Bos.	Mag.	Yes.	Yes.	MD.	Eng.	4	C.	Met.	Met.	DR.	Sp.	Sp.	F.	R.	WS.	PG.	Disk.	**Miesse**
Minerva	3	185	69	P1025x185	1025x185d	4-3.54x5.51	3	Mn.	Det.	Sl.	4	Chai.	Pump	Pump	Zeni.	Vacu.	Scin.	Mag.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	Fab.	IG.	Sp.	Sp.	R.	R.	WS.	PG.	Disk.	**Minerva**
Minerva	2¾	169	69	P955x155	955x155d	4-3.54x5.51	3	Mn.	Det.	Sl.	4	Chai.	Pump	Pump	Zeni.	Vacu.	Scin.	Mag.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	Fab.	IG.	Sp.	Sp.	R.	R.	WS.	PG.	Disk.	**Minerva**
Minerva	2¾	174	66	P955x155	955x155d	4-4.33x5.51	3	Mn.	Det.	Sl.	4	Chai.	Pump	Pump	Zeni.	Vacu.	Scin.	Mag.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	Fab.	SB.	Sp.	Sp.	F.	R.	WS.	PG.	Disk.	**Minerva**
Minerva	4	186	66	P1025x185	1025x185d	4-4.33x5.51	3	Mn.	Det.	Sl.	4	Chai.	Pump	Pump	Zeni.	Vacu.	Scin.	Mag.	Yes.	Yes.	MD.	Eng.	4	C.	Fab.	Fab.	SB.	Sp.	Sp.	F.	R.	WS.	PG.	Disk.	**Minerva**
Pipe	1½	137	59	P895x135	895x135d	4-3.14x5.90	4	Mn.	Int.	L.	4	Spur.	Press.	ThS.	Zeni.	Grav.	Bos.	Mag.	Yes.	Yes.	Co.	SeU.	4	R.	Met.	No.	DR.	Sp.	TT	T.	R.	WS.	PG.	Disk.	**Pipe**

GERMAN

Adler	3½	162	61	S930x120	1010x120d	4-4.33x6.13	4	Su.	Int.	L.	2	Spur.	Press.	Pump	Pal.	Grav.	Bos.	Mag.	Opt.	Opt.	Co.	Eng.	4	R.	Met.	Met.	DR.	TT	TT	T.	R.	SN.	OC.	CS.	**Adler**
Adler	5½	180	68	S930x120	1050x150d	4-4.33x6.13	4	Su.	Int.	L.	2	Spur.	Press.	Pump	Pal.	Grav.	Bos.	Mag.	Opt.	Opt.	Co.	Eng.	4	R.	Met.	......	Ch.	RR.	Sp.	T.	R.	SN.	OC.	CS.	**Adler**
Benz-Gaggenau	1½	147	59	P860x130	860x130d	4-3.93x5.90	3	Mn.	Int.	L.	4	Spur.	Pump	Pump	Zeni.	Press	Bos.	Mag.	Yes.	Yes.	MD.	SeU.	4	R.	Met.	......	ST.	Sp.	TT	T.	R.	WS.	PG.	Disk.	**Benz-Gaggenau**

ABBREVIATIONS:
Bat—Battery.
Berl—Berliet.
Bev—Bevel Gear.
Bos—Bosch.
C—Center.
Ch—, **Chai**— } Chain.
Claud—Claudel.
Co—Cone.
CS—Cast Steel.
d—Dual.
Dir—Direct.
DR—Double Reduction.
Det—Detachable.
Duce—Ducellier.
Ele—Electric Drive.
Eng—Engine.
F—Four Wheels (Brakes).
F—"F" Head (Valves).
Fab—Fabric.
GC—Grease Cups.
Grav—Gravity.
HB—Herringbone Gear.
Heli—Helical Gear.
IG—Internal Gear.
I—"I" Head (Valves).
Int—Integral.
L—"L" Head.
Mag—Magneto.
Mar—Marelli.
MD—Multiple Disk.
Met—Metal.
Mn—Main Frame.
N. E—North East.
No—None.
OC—Oil Cups.
Opt—Optional.
P—Pneumatic.
Pal—Pallas.
PG—Pressure Gun.
Press—Pressure.
R—Rear wheels (Brakes).
R—Right (Gearshaft lever).
R-B—Robert Bosch.
RR—Radius rods.
Rub—Rubber.
S—Solid.
Salm—Salmson.
SB—Spiral Bevel.
Scin—Scintilla.
SeU—Separate Unit.
Sl—Sleeve Valve.
SN—Screw and Nut.
Spla—Splash.
Sp—Springs.
SP—Single plate.
Spur—Spur Gear.
ST—Straight Bevel.
Su—Sub-frame.
T—"T" Head (Valves).
T—Transmission.
ThS—Thermo-syhon.
TT—Torque Tube.
Vacu—Vacuum.
Vauc—Vaucan.
Vict—Victrix.
Wo—Worm.
WS—Worm and Sector.
WW—Worm and Wheel.
Zeni—Zenith.

Continental Gasoline Truck Chassis Specifications—Continued

MAKE AND MODEL	GENERAL INFORMATION: Tons Capacity	Wheel Base (In.)	Track (In.)	Tire Size and Type: Front (m.m.)	Tire Size and Type: Rear (m.m.)	ENGINE: Bore and Stroke (In.)	Suspension: No. of Points	Suspension: Main or Sub-frame	Cylinders: Head	Cylinders: Valve Arrangement	Cylinders: No. Cast in One Block	Camshaft Drive	Oiling System	Water Circulation	Fuel System: Carbureter Make	Fuel System: Fuel Feed	ELECTRICAL SYSTEM: Ignition System Make	Current Sources	Equipped with Elect. Starter	Equipped with Generator	TRANSMISSION: Clutch Type	Gearset: Location	Gearset: No. of Forward Speeds	Gearset: Position of Lever	Universal Joints: Front	Universal Joints: Rear	Rear Axle: Final Drive	Rear Axle: Propulsion Taken by	Rear Axle: Torque Taken by	RUNNING GEAR: Brakes: Foot, Type & Location	Brakes: Hand, Type & Location	Steering Gear Type	Chassis Lubrication	Wheels Type	MAKE AND MODEL
GERMAN—Cont.																																				
Benz-Gaggenau	2½	160	62	P915x150	915x150d	4-4.33x6.48	3	Mn.	Int.	L.	4	Spur	Pump	Pump	Zeni.	Press	Bos.	Mag.	Yes.	Yes	MD.	SeU.	4	R.	Met.		DR.	Sp.	TT	T.	R.	WS	PG	Disk	**Benz-Gaggenau**
Benz-Gaggenau	3½	169	67	P965x180	965x180d	4-4.33x6.48	3	Mn.	Int.	L.	4	Spur	Pump	Pump	Zeni.	Press	Bos.	Mag.	Yes.	Yes	MD.	SeU.	4	R.	Met.		DR.	Sp.	TT	T.	R.	WS	PG	Disk	**Benz-Gaggenau**
Benz-Gaggenau	22P	197	67	P965x180	965x180d	4-4.33x6.48	3	Mn.	Int.	L.	2	Spur	Pump	Pump	Zeni.	Press	Bos.	Mag.	Yes.	Yes	MD.	SeU.	4	C.	Met.		ST.	Sp.	TT	T.	R.	WS	PG	Disk	**Benz-Gaggenau**
Benz-Gaggenau	26P	184	67	P965x180	965x180d	4-4.72x7.08	3	Mn.	Int.	L.	2	Spur	Pump	Pump	Zeni.	Press	Bos.	Mag.	Yes.	Yes	MD.	SeU.	4	C.	Met.		ST.	Sp.	TT	T.	R.	WS	PG	Disk	**Benz-Gaggenau**
Benz-Gaggenau	30P	236	67	P965x180	965x180d	4-4.72x7.08	3	Mn.	Int.	L.	2	Spur	Pump	Pump	Zeni.	Press	Bos.	Mag.	Yes.	Yes	MD.	SeU.	4	C.	Met.		ST.	Sp.	TT	T.	R.	WS	PG	Disk	**Benz-Gaggenau**
Brennabor	1	152	53	P820x120	835x135	4-3.14x4.08	4	Mn.	Int.	L.	4	Spur.	Press.	ThS...	Solex.	Vacu.	Bos.	Mag.	Yes.	Yes	Co.	Eng.	4	R.	Met.		DR.	TT	TT	T.	R.	WS	OC	Wood	**Brennabor**
Bussing	2	167	63	P915x150	915x150	4-4.33x5.90	3	Mn.	Det.	I.	2	Spur	Pump	Pump	Zeni.	Grav.	Bos.	Mag.	No.	No.	Co.	SeU.	4	R.	Met.		DR.	TT	TT	T.	R.	WS	OC	Disk	**Bussing**
Bussing	3	173	61	P965x180	965x180d	4-4.51x5.90	3	Mn.	Det.	I.	2	Spur	Pump	Pump	Zeni.	Grav.	Bos.	Mag.	No.	No.	Co.	SeU.	4	R.	Met.	Met.	DR.	TT	TT	T.	R.	WS	OC	Disk	**Bussing**
Bussing	5	157	66	S930x140	970x160d	4-4.91x6.29	3	Mn.	Det.	I.	2	Spur	Pump	Pump	Zeni.	Grav.	Bos.	Mag.	No.	No.	Co.	SeU.	4	R.	Met.		DR.	TT	TT	R.	R.	WS	OC	Disk	**Bussing**
Bussing (Six-wheel)	50P	245	66	P1015x200	1015x200	4-4.91x6.29	3	Mn.	Det.	I.	2	Spur	Pump	Pump	Zeni.	Grav.	Bos.	Mag.	No.	No.	Co.	SeU.	4	R.	Met.		DR.	TT	TT	R.	R.	WS	OC	CS.	**Bussing (Six-wheel)**
Daag	2½	167	60	P915x150	1015x200	4-4.33x6.29	3	Mn.	Det.	I.	4	Spur	Press.	Pump	Pal.	Vacu.	Bos.	Mag.	Yes.	Yes	Co.	SeU.	4	R.	Met.		ST.	TT	TT	R.	R.	WS	PG	Disk	**Daag**
Daag	3½	167	64	P965x180	965x180	4-4.33x6.29	3	Mn.	Det.	I.	4	Spur	Press.	Pump	Pal.	Vacu.	Bos.	Mag.	Yes.	Yes	Co.	SeU.	4	R.	Met.		ST.	TT	TT	FR	R.	WS	PG	Disk	**Daag**
Daag	32P	190	66	P965x180	965x180	4-4.33x6.29	3	Mn.	Det.	I.	4	Spur	Press.	Pump	Pal.	Vacu.	Bos.	Mag.	Yes.	Yes	Co.	SeU.	4	R.	Met.		DR.	TT	TT	FR	R.	WS	PG	Disk	**Daag**
Daag	5½	188	66	P915x200	915x200	4-4.72x6.29	3	Mn.	Det.	I.	4	Spur	Press.	Pump	Pal.	Vacu.	Bos.	Mag.	Yes	Yes	Co.	SeU.	4	R.	Met.		ST.	RR	Sp.	FR	R.	WS	PG	Disk	**Daag**
Daimler	2½	157	66	P915x150	915x150d	4-4.12x6.48	3	Mn.	Det.	L.	4	Spur	Press.	Pump	Pal.	Vacu.	Bos.	Mag.	Yes	Yes	SP.	Eng.	4	C.	Met.		IG.	TT	TT	FR	R.	SN.	PG	Disk	**Daimler**
Daimler	3	197	67	P915x150	915x150d	4-4.12x6.48	3	Mn.	Det.	L.	4	Spur	Press.	Pump	Pal.	Vacu.	Bos.	Mag.	Yes	Yes	SP.	Eng.	4	C.	Met.		IG.	TT	TT	FR	R.	SN.	PG	CS.	**Daimler**
Daimler	5	177	69	S985x150	1000x150d	4-4.72x7.08	3	Mn.	Det.	L.	2	Spur.	Press.	Pump	Pal.	Vacu.	Bos.	Mag.	Yes	Yes	SP.	Eng.	4	C.	Met.		IG.	TT	TT	FR	R.	SN.	PG	Disk	**Daimler**
Daimler	5	227	72	P965x180	965x180d	4-4.72x7.08	3	Mn.	Det.	L.	2	Spur	Press.	Pump	Pal.	Vacu.	Bos.	Mag.	Yes	Yes	SP.	Eng.	4	C.	Met.		IG.	TT	TT	FR	R.	SN.	PG	Disk	**Daimler**
Daimler (Six-wheel)	50P	221	73	P1015x200	1015x200	4-4.72x7.08	3	Mn.	Det.	L.	2	Spur	Press.	Pump	Pal.	Vacu.	Bos.	Mag.	Yes	Yes	SP.	Eng.	4	C.	Met.		IG.	TT	TT	FR	R.	SN.	PG	Disk	**Daimler (Six-wheel)**
Dixi	Bus	130	57	P860x160	860x160	6-2.95x4.63	3	Mn.	Det.	L.	4	Spur	Pump	Pump	Zeni	Vacu.	Bos.	Mag.	Yes	Yes	SP.	Eng.	3	C.	Met.		DR.	TT	TT	FR	R.	SN.	PG	CS.	**Dixi**
Dixi	2½	149	61	P915x150	915x150	4-3.74x6.48	3	Mn.	Int.	L.	2	Spur	Pump	Pump	Pal.	Vacu.	Bos.	Mag.	Yes	Yes	Co.	SeU.	4	R.	Met.		DR.	RR	TT	T.	R.	SN.	PG	CS.	**Dixi**
Dixi	3½	157	60	S960x130	1050x150d	4-4.33x6.48	3	Mn.	Int.	L.	2	Spur	Pump	Pump	Pal.	Vacu.	Bos.	Mag.	Yes	Yes	Co.	SeU.	4	R.	Met.		DR.	RR	TT	T.	R.	SN.	PG	CS.	**Dixi**
Dixi	5	170	63	S930x120	1050x160d	4-4.72x7.08	3	Mn.	Int.	L.	2	Spur	Pump	Pump	Pal.	Grav.	Bos.	Mag.	Yes	Yes	Co.	SeU.	4	R.	No		Ch.	RR	Sp.	T.	R.	SN.	PG	CS.	**Dixi**
Durkopp	¾	128	55	P760x130	760x130	4-3.59x3.93	4	Su.	Int.	L.	4	Heli.	Pump	ThS...	Pal.	Vacu.	Mea.	Mag.	Yes	Yes	Co.	Eng.	4	R.	Met.		Sp.	TT	TT	T.	R.	WW	PG	Wood	**Durkopp**
Durkopp	1½	140	55	P810x150	810x150	4-3.54x5.11	4	Su.	Int.	L.	4	Heli.	Press.	Pump	Pal.	Vacu.	Mea.	Mag.	Yes	Yes	Co.	SeU.	4	R.	Met.		DR.	TT	TT	T.	R.	WW	PG	Wood	**Durkopp**
Elite	1½	140	59	P915x150	915x200	4-3.93x5.51	4	Mn.	Int.	L.	2	Heli.	Press.	Pump	Pal.	Vacu.	Bos.	Mag.	Yes	Yes	Co.	SeU.	4	R.	Met.		DR.	TT	TT	T.	R.	WW	PG	Disk	**Elite**
Elite	2	140	59	P915x150	915x150d	4-3.93x6.29	4	Mn.	Int.	L.	2	Heli.	Press.	Pump	Pal.	Vacu.	Bos.	Mag.	Yes	Yes	Co.	SeU.	4	R.	Met.		DR.	TT	TT	T.	R.	WW	PG	Disk	**Elite**
Elite	3	157	60	P860x180	960x180d	4-4.33x6.29	4	Mn.	Int.	L.	2	Heli.	Press.	Pump	Pal.	Vacu.	Bos.	Mag.	Yes	Yes	Co.	SeU.	4	R.	Met.		DR.	TT	TT	FR	R.	WW	PG	Disk	**Elite**
Fafnir	1½	131	51	P820x120	820x120d	4-2.99x4.83	4	Mn.	Int.	L.	4	Heli.	Press.	ThS...	Zeni.	Vacu.	Bos.	Mag.	Yes	Yes	Co.	Eng.	4	R.	Met.		Sp.	TT	TT	T.	R.	SN.	PG	Disk	**Fafnir**
Faun	2	150	61	S920x110	920x110d	4-4.55x5.90	3	Mn.	Int.	L.	4	Spur	Press.	Pump	Pal.	Vacu.	Bos.	Mag.	No.	No.	MD.	SeU.	4	R.	Met.		Wo	TT	TT	T.	R.	SN.	PG	CS.	**Faun**
Faun	3½	161	61	S830x120	930x120d	4-4.55x5.90	3	Mn.	Int.	L.	4	Spur	Press.	Pump	Pal.	Vacu.	Bos.	Mag.	No.	No.	MD.	SeU.	4	R.	Met.		Wo	TT	TT	T.	R.	SN.	PG	CS.	**Faun**
Faun	35P	234	69	P915x200	915x200d	6-3.74x5.30	3	Mn.	Int.	L.	6	Spur	Press.	Pump	Own	Vacu.	Bos.	Mag.	Yes	Yes	SP.	Eng.	4	C.	Met.	Met.	DR.	TT	TT	FR	R.	SN.	PG	Disk	**Faun**
Goossens	Bus.	216	65	P965x180	965x180	4-4.72x7.08	3	Mn.	Int.	I.	2	Spur	Press.	Pump	BMW.	Grav.	Bos.	Mag.	Yes	Yes	Co.	SeU.	4	R.	Met.		DR.	RR	TT	T.	R.	WW	PG	Disk	**Goossens**
Goossens	5	165	69	S930x140	1050x160d	4-4.72x7.08	3	Mn.	Int.	I.	2	Spur.	Press.	Pump	BMW.	Grav.	Bos.	Mag.	Yes	Yes	Co.	SeU.	4	R.			Ch.	RR	Sp.	FR	FR	WW	PG	Disk	**Goossens**
Hansa-Lloyd	Bus.	181	64	P915x150	965x180	4-3.54x5.51	4	Mn.	Int.	L.	4	Heli.	Pump	ThS...	Pal.	Grav.	Mea.	Mag.	Yes	Yes	SP.	Eng.	4	C.	Fab.	Fab.	Wo	Sp.	Sp.	FR	R.	SN.	GC.	Disk	**Hansa-Lloyd**
Hansa-Lloyd	2	138	55	P810x150	915x200	4-3.54x5.51	4	Mn.	Int.	L.	4	Heli.	Pump	ThS...	Pal.	Grav.	Mea.	Mag.	Yes	Yes	Sp.	Eng.	4	C.	Fab.	Fab.	Wo	Sp.	Sp.	T.	R.	SN.	GC.	Disk	**Hansa-Lloyd**
Henschel	Bus.	169	70	P965x180	965x180d	4-4.52x6.29	4	Mn.	Int.	I.	4	Spur.	Pump	Pump	Pal.	Vacu.	Bos.	Mag.	Yes	Yes	MD.	SeU.	4	R.	Met.		DR.	RR	Sp.	T.	R.	WS	GC.	Disk	**Henschel**
Henschel	5	179	70	S850x175	850x175d	4-4.52x6.29	4	Mn.	Int.	I.	4	Spur	Pump	Pump	Pal.	Vacu.	Bos.	Mag.	Yes	Yes	MD.	SeU.	4	R.	Met.		DR.	RR	Sp.	T.	R.	WS	GC.	Wood	**Henschel**
Hercules	1½	145	55	P810x150	860x180	4-3.30x5.11	4	Su.	Int.	L.	4	Spur	Press.	Pump	Pal.	Grav.	Bos.	Mag.	Yes	Yes	Co.	SeU.	4	R.	Met.		DR.	TT	TT	T.	R.	WS	PG	Wood	**Hercules**
Hercules	2½	151	61	S930x120	930x120d	4-4.33x5.90	4	Su.	Int.	L.	4	Spur	Press.	Pump	Pal.	Grav.	Bos.	Mag.	Yes	Yes	Co.	SeU.	4	R.	Met.		DR.	TT	TT	T.	R.	WS	PG	CS.	**Hercules**
Hercules	4½	163	60	S1030x140	1030x140d	4-4.56x5.90	4	Su.	Int.	L.	4	Spur	Press.	Pump	Pal.	Grav.	Bos.	Mag.	Yes	Yes	Co.	SeU.	4	R.	No		Ch.	RR	Sp.	T.	R.	WS	PG	CS.	**Hercules**
Hille	3	159	60	S930x120	1030x140d	4-4.33x6.09	4	Su.	Det.	I.	4	Bevel	Press.	Pump	Pal.	Vacu.	Bos.	Mag.	Yes	Yes	Co.	SeU.	4	R.	Met.		DR.	TT	TT	T.	R.	WS	PG	CS.	**Hille**
Hille	5	173	61	S830x140	1050x160d	4-5.11x6.09	4	Su.	Int.	F.	2	Spur.	Press.	Pump	Zeni.	Grav.	Bos.	Mag.	No.	Yes	Co.	SeU.	4	R.	No		Ch.	RR	Sp	T.	R.	WS	PG	CS.	**Hille**
Komnick	1½	136	55	P820x120	820x120d	4-3.07x4.04	4	Su.	Det.	I.	4	Bevel	Press.	Pump	Solex.	Vacu.	Bos.	Mag.	Yes	Yes	SP.	SeU.	4	C.	Met.		DR.	TT	TT	T.	R.	WS	PG	Disk	**Komnick**
Komnick	2½	152	66	P915x150	915x150d	4-4.33x6.09	4	Su.	Det.	I.	4	Bevel	Press.	Pump	Solex.	Vacu.	Bos.	Mag.	Yes	Yes	Co.	SeU.	4	C.	Met.		DR.	TT	TT	R.	R.	WS	PG	Disk	**Komnick**
Komnick	3½	169	62	S930x120	1030x140d	4-4.33x6.09	4	Su.	Det.	I.	4	Bevel	Press.	Pump	Solex.	Grav.	Bos.	Mag.	Yes	Yes	Co.	SeU.	4	R.	Met.		DR.	TT	TT	T.	R.	WS	PG	CS.	**Komnick**
Komnick	5	187	62	S930x140	1050x160d	4-4.33x6.09	4	Su.	Det.	I.	4	Bevel	Press.	Pump	Solex.	Grav.	Bos.	Mag.	Yes	Yes	Co.	SeU.	4	R.	No		Ch.	RR	Sp.	T.	R.	WS	PG	CS.	**Komnick**
Krupp	2½	177	57	P860x180	965x230	4-3.54x6.29	3	Mn.	Det.	I.	4	Spur	Press.	Pump	Pal.	Grav.	Bos.	Mag.	Yes	Yes	SP.	Eng.	4	C.	Met.		DR.	TT	TT	FR	R.	WS	PG	Disk	**Krupp**
Krupp	5	177	65	P915x200	990x320	4-4.72x7.08	3	Mn.	Det.	I.	4	Spur	Press.	Pump	Zeni.	Vacu.	Bos.	Mag.	Yes	Yes	Co.	SeU.	4	C.	Met.		DR.	TT	TT	T.	R.	SN.	PG	CS.	**Krupp**
Ley	1½	139	53	P810x	810x150	4-3.42x5.11	4	Mn.	Int.	L.	4	Heli.	Press.	Pump	Zeni.	Grav.	Bos.	Mag.	Yes	Yes	SP.	Eng.	4	R.	Met.		DR.	TT	TT	FR	R.	WS	GC.	CS.	**Ley**
Magdenburger	2½	162	67	P915x150	915x150d	4-3.59x5.51	3	Mn.	Det.	I.	4	Spur	Press.	Pump	Pal.	Grav.	Bos.	Mag.	Yes	Yes	Co.	Eng.	4	C.	Met.		DR.	TT	TT	FR	R.	WW	OC	Disk	**Magdenburger**
Magdenburger	Bus.	196	67	P915x150	915x150d	6-3.59x5.51	3	Mn.	Det.	I.	6	Spur	Press.	Pump	Pal.	Grav.	Bos.	Mag.	Yes	Yes	Co.	Eng.	4	C.	Met.		DR.	TT	TT	FR	R.	WW	OC	Disk	**Magdenburger**
Magirus	1½	153	61	P810x150	860x180	4-3.93x5.90	3	Mn.	Det.	L.	4	Spur.	Press.	Pump	Pal.	Vacu.	Bos.	Mag.	Yes	Yes	MD.	SeU.	4	R.	Met.		DR.	TT	TT	T.	R.	SN.	PG	CS.	**Magirus**
Magirus	2½	153	61	P860x180	860x180d	4-3.93x5.90	3	Mn.	Det.	L.	4	Spur.	Press.	Pump	Pal.	Vacu.	Bos.	Mag.	Yes	Yes	MD.	SeU.	4	R.	Met.		DR.	TT	TT	T.	R.	SN.	PG	CS.	**Magirus**
Magirus	28P	206	61	P860x180	860x180d	4-3.93x5.90	3	Mn.	Det.	L.	4	Spur.	Press.	Pump	Pal.	Vacu.	Bos.	Mag.	Yes	Yes	MD.	SeU.	4	R.	Met.		DR.	TT	TT	T.	R.	SN.	PG	CS.	**Magirus**
MAN	2½	151	62	P965x180	965x180d	4-4.52x7.08	3	Mn.	Det.	I.	4	Spur	Press.	Pump	Pal.	Vacu.	Bos.	Mag.	Yes	Yes	Co.	Eng.	4	R.	Met.		DR.	TT	TT	T.	R.	SN.	PG	Disk	**MAN**
MAN	3½	165	61	P1015x200	1015x200d	4-4.52x7.08	3	Mn.	Det.	I.	4	Spur	Press.	Pump	Pal.	Vacu.	Bos.	Mag.	Yes	Yes	Co.	Eng.	4	R.	Met.		DR.	TT	TT	T.	R.	SN.	PG	Disk	**MAN**
MAN	5	177	62	S960x130	1050x150d	4-4.52x7.08	3	Mn.	Det.	I.	4	Spur	Press.	Pump	Pal.	Vacu.	Bos.	Mag.	Yes	Yes	Co.	Eng.	4	R.	Met.		DR.	TT	TT	T.	R.	SN.	PG	Disk	**MAN**
Mannesmann	3	153	69	S1060x140	1065x150d	4-4.91x5.90	3	Mn.	Int.	L.	2	Spur	Press.	Pump	Meco.	Vacu.	Bos.	Mag.	Yes	Yes	Co.	SeU.	4	R.	No.		Ch.	RR	Sp.	T.	R.	WW	PG	CS.	**Mannesmann**
Mannesmann	3	157	68	P965x180	965x180d	4-4.91x5.90	3	Mn.	Int.	L.	2	Spur	Press.	Pump	Meco.	Vacu.	Bos.	Mag.	Yes	Yes	SP.	SeU.	4	R.	Met.		DR.	TT	TT	T.	R.	WW	PG	Disk	**Mannesmann**
Mannesmann	5	161	69	S1065x150	1080x170d	4-4.91x5.90	3	Mn.	Int.	L.	2	Spur.	Press.	Pump	Meco.	Grav.	Bos.	Mag.	Yes.	Yes	SP.	SeU.	4	R.	Met.		DR.	TT	TT	FTR	R.	WW	PG	CS.	**Mannesmann**
Mannesmann	30P	189	69	P965x180	965x180d	4-4.91x5.90	3	Mn.	Int.	L.	2	Spur	Press.	Pump	Meco.	Vacu.	Bos.	Mag.	Yes	Yes	SP.	SeU.	4	R.	Met.		DR.	TT	TT	FTR	R.	WW	PG	CS.	**Mannesmann**

Mannesmann	5	161	69	S1065x150	1080x170d	4-4.91x5.90	3	Mn.	Int..	L...	2	Spur.	Press..	Pump	Meco..	Grav.	Bos...	Mag.	Yes..	Yes..	SP...	SeU..	4	R...	Met..	.....	DR.	TT.	TT.	FTR	R..	WW	PG.	CS..	**Mannesmann**
Mannesmann	30P	189	69	P965x180	965x180d	4-4.91x5.90	3	Mn.	Int..	L...	2	Spur.	Press..	Pump	Meco..	Vacu.	Bos...	Mag.	Yes..	Yes..	SP...	SeU..	4	R...	Met..	.....	DR.	TT.	TT.	FTR	R..	WW	PG.	Disk.	**Mannesmann**
NAG	3½	157	60	P915x180	965x180d	4-5.30x6.69	4	Su..	Int..	I...	2	Spur.	Press..	Pump	Pal...	Grav.	Bos...	Mag.	Yes..	Yes..	Co...	SeU..	4	C...	Met..	Fab..	DR.	Sp..	Sp..	T...	R...	SN..	PG.	CS..	**NAG**
NAG	5	182	60	P1070x230	1070x230d	4-5.30x6.69	4	Su..	Int..	I...	2	Spur.	Press..	Pump	Pal...	Grav.	Bos...	Mag.	Yes..	Yes..	Co...	SeU..	4	C...	Met..	Fab..	FR.	TA.	TA.	T...	R...	SN..	PG.	CS..	**NAG**
NAG	Bus.	194	67	P1015x200	1015x200d	4-5.30x6.69	4	Su..	Int..	I...	2	Spur.	Press..	Pump	Pal...	Grav.	Bos...	Mag.	Yes..	Yes..	Co...	SeU..	3	C...	Met..	Fab..	DR.	Sp..	Sp..	T...	R...	SN..	PG.	CS..	**NAG**
NAG (Six-wheel)	Bus.	214	67	P1015x200	1015x200	6-4.33x6.29	4	Su..	Int..	I...	2	Spur.	Press..	Pump	Pal...	Grav.	Bos...	Mag.	Yes..	Yes..	Co...	SeU..	3	C...	Met..	Fab.	DR.	Sp..	Sp..	T...	R...	SN..	PG.	CS..	**NAG (Six-wheel)**
Nacke	2	149	63	P915x150	915x150d	4-3.74x5.90	4	Su..	Int..	F...	4	Spur.	Press..	Pump	Pal...	Grav.	Bos...	Mag.	Yes..	Yes..	Co...	SeU..	4	R...	Fab..	Fab..	Wo.	Sp..	Sp..	T...	R...	SN..	OC.	Disk.	**Nacke**
Nacke	3	157	64	P1015x200	1015x200d	4-4.24x6.29	4	Su..	Int..	F...	4	Spur.	Press..	Pump	Pal...	Grav.	Bos...	Mag.	Yes..	Yes..	Co...	SeU..	4	R...	Fab..	Fab..	Wo.	Sp..	Sp..	T...	R...	SN..	OC.	Disk.	**Nacke**
Nacke	5	170	64	S970x150	1060x175d	4-4.91x6.29	4	Su..	Int..	F...	4	Spur.	Press..	Pump	Pal...	Vacu.	Bos...	Mag.	Yes..	Yes..	Co...	SeU..	4	R...	Fab..	Fab..	Wo.	Sp..	Sp..	T...	R...	SN..	OC.	CS..	**Nacke**
Opel	¼	100	46	P715x115	715x115	4-2.36x3.54	3	Mn.	Det..	L...	4	Spur.	Press..	ThS...	Solex..	Grav.	Bos...	Mag.	Yes..	Yes..	SP...	Eng..	3	C...	Met..	.....	Sp..	TT.	TT.	T...	R...	WS.	PG.	Disk.	**Opel**
Opel	1	132	56	P775x145	760x130	4-3.50x4.12	3	Mn.	Det..	L...	4	Spur.	Press..	ThS...	Solex..	Press	Bos...	Mag.	Yes..	Yes..	MD..	Eng..	3	C...	Met..	.....	Wo.	TT.	TT.	FR.	R...	WS.	PG.	Disk.	**Opel**
Phanomen(Three-wheel)	¾	110	54	P710x110	730x130	4-2.91x3.54	.	Su..	Int..	L...	4	Spur.	Pump	Air...	Solex..	Vacu.	Bos...	Mag.	Yes..	Yes..	Co...	SeU..	2	C...	No...	.....	Ch..	Fk..	Fk..	R...	R...	Dir.	OC.	Wood	**Phanomen(Three-wheel)**
Presto	¾	122	56	P820x135	820x135	4-3.07x4.83	4	Mn.	Int..	L...	4	Spur.	Press..	ThS...	Zeni..	.....	Bos...	Mag.	Yes..	Yes..	SP...	SeU..	4	R...	Met..	Met..	Sp..	Sp..	Sp..	R...	R...	WW	PG.	HS..	**Presto**
Presto	¾	138	53	P820x120	825x175	4-3.14x5.11	4	Mn.	Det..	I...	4	Chai.	Pump	ThS...	Zeni..	Vacu.	Bos...	Mag.	Yes..	Yes..	Co...	SeU..	4	R...	Met..	.....	Sp..	TT.	TT.	T...	R...	WW	PG.	HS..	**Presto**
Stoewer	3½	161	61	S960x130	1050x150d	4-4.33x5.90	4	Mn.	Int..	L...	2	Spur.	Press..	Pump	Zeni..	Vacu.	Bos...	Mag.	Yes..	Yes..	Co...	Eng..	4	R...	Met..	.....	DR.	TT.	TT.	T...	R...	WW	PG.	CS..	**Stoewer**
Vomag	3	158	63	P915x200	915x200d	4-4.52x6.29	3	Mn.	Int..	I...	4	Spur.	Press..	Pump	Zeni..	Vacu.	Bos...	Mag.	Yes..	Yes..	Co...	SeU..	4	R...	Met..	.....	DR.	TT.	TT.	T...	R...	SN..	PG.	Disk.	**Vomag**
Vomag	5½	177	63	S970x160	970x160d	4-4.52x7.08	3	Mn.	Det..	I...	4	Spur.	Press..	Pump	Zeni..	Press.	Bos...	Mag.	Yes..	Yes..	Co...	SeU..	4	R...	No...	.....	Ch..	RR.	RR.	T...	R...	SN..	PG.	CS..	**Vomag**
Vomag	5½	177	63	S970x160	970x160d	4-4.52x7.08	3	Mn.	Det..	I...	4	Spur.	Press..	Pump	Zeni..	Press	Bos...	Mag.	Yes..	Yes..	Co...	SeU..	4	R...	Met..	.....	DR.	TT.	TT.	T...	R...	SN..	PG.	CS..	**Vomag**
Vomag (Six-wheel)	55P	245	66	P965x230	965x230	4-5.11x7.08	3	Mn.	Det..	I...	4	Spur.	Press..	Pump	Zeni..	Press	Bos...	Mag.	Yes..	Yes..	Co...	SeU..	4	R...	Met..	.....	DR.	TT.	TT.	T...	R...	SN..	PG.	Disk.	**Vomag (Six-wheel)**
AUSTRIAN																																			
Austro-Fiat	1½	141	53	P820x120	820x120d	4-3.34x4.33	3	Mn.	Det..	L...	4	Spur.	Press..	Pump	Zeni..	Grav.	Bos...	Mag.	Yes..	Yes..	SP...	Eng..	4	C...	Met..	.....	Sp..	TT.	TT.	R...	R...	WS.	PG.	Disk.	**Austro-Fiat**
Austro-Saurer	2	149	59	P895x135	895x135d	4-3.93x6.29	3	Mn.	Det..	L...	4	Spur.	Pump	Pump	Own..	Grav.	Bos...	Mag.	Yes..	Yes..	MD..	Eng..	4	R...	Met..	Met..	ST..	Sp..	Sp..	FR.	R...	WS.	PG.	Disk.	**Austro-Saurer**
Austro-Saurer	5	159	67	S880x120	1070x160d	4-4.72x7.08	3	Mn.	Int..	T...	4	Spur.	Pump	Pump	Own..	Grav.	Bos...	Mag.	Yes..	Yes..	Co...	SeU..	4	R...	No...	.....	Ch..	RR.	Sp..	T...	R...	WS.	PG.	Wood	**Austro-Saurer**
Austro-Saurer	24P	159	63	P1025x185	1025x185	4-4.33x6.29	3	Mn.	Int..	T...	4	Spur.	Pump	Pump	Own..	Grav.	Bos...	Mag.	Yes..	Yes..	Co...	Eng..	4	R...	Met..	.....	ST..	Sp..	Sp..	T...	R...	WS.	PG.	Disk.	**Austro-Saurer**
Steyr	2	145	58	P955x155	955x155d	6-3.14x4.33	3	Mn.	Int..	I...	6	Bev..	Press..	Pump	Zeni...	Grav.	Bos...	Mag.	No...	No...	SP...	Eng..	4	C...	Met..	.....	ST..	Sp..	Sp..	R...	R...	WS.	OC.	Disk.	**Steyr**

ABBREVIATIONS:
Bat—Battery.
Berl—Berliet.
Bev—Bevel Gear.
Bos—Bosch.
C—Center.
Ch— } Chain.
Chai— } Chain.
Claud—Claudel.
Co—Cone.
CS—Cast Steel.
d—Dual.
Dir—Direct.
DR—Double Reduction.
Det—Detachable.
Duce—Ducellier.
Ele—Electric Drive.
Eng—Engine.
F—Four Wheels (Brakes).
F—"F" Head (Valves).
Fab—Fabric.
GC—Grease Cups.
Grav—Gravity.
HB—Herringbone Gear.
Heli—Helical Gear.
IG—Internal Gear.
I—"I" Head (Valves).
Int—Integral.
L—"L" Head.
Mag—Magneto.
Mar—Marelli.
MD—Multiple Disk.
Met—Metal.
Mn—Main Frame.
N. E—North East.
No—None.
OC—Oil Cups.
Opt—Optional.
P—Pneumatic.
Pal—Pallas.
PG—Pressure Gun.
Press—Pressure.
R—Rear wheels (Brakes).
R—Right (Gearshaft lever).
R-B—Robert Bosch.
RR—Radius rods.
Rub—Rubber.
S—Solid.
Salm—Salmson.
SB—Spiral Bevel.
Scin—Scintilla.
SeU—Separate Unit.
Sl—Sleeve Valve.
SN—Screw and Nut.
Spla—Splash.
Sp—Springs.
SP—Single plate.
Spur—Spur Gear.
ST—Straight Bevel.
Su—Sub-frame.
T—"T" Head (Valves).
T—Transmission.
ThS—Thermo-syphon.
TT—Torque Tube.
Vacu—Vacuum.
Vauc—Vaucan.
Vict—Victrix.
Wo—Worm.
WS—Worm and Sector.
WW—Worm and Wheel.
Zeni—Zenith.

German Specifications in Book Form

THE German Automobile Manufacturers Association (Reichsverband der Automobilindustrie) has issued a number of publications which were evidently inspired by the Handbook of Automobiles of our own N.A.C.C. There are to be four volumes, giving the specifications of passenger cars, delivery wagons, trucks, omnibuses and other classes of commercial vehicles, motorcycles and side cars and of passenger car and commercial vehicle bodies, respectively.

The first two volumes are out and copies have been received. The titles are: Teil I, Typentafeln fur Personenwagen, and Teil II, Typentafeln fur Lastwagen, Omnibusse u. s. w. The style follows closely that of the N. A. C. C. Handbook; two pages are devoted to each chassis model. At the top of the first (left hand) page is printed a photograph of the complete car, and then follow the specifications, which are grouped under the headings Engine, Transmission and Rear Axle, Frame, Front Axle and Steering Gear, Wheels and Tires, Brakes, Radiator, Chief Dimensions, Weights and Performance and Equipment. Part I contains specifications of the products of 44 manufacturers, including three Austrian manufacturers, who evidently are members of the association. Part II lists the products of 33 manufacturers of commercial motor vehicles, also including three Austrian. The books were compiled by Dr. Ing. Scholz and published by Dr. Ernst Valentin Verlag, Berlin.

AN increase in the subsidy paid by the French War Department on the purchase and cost of maintenance of motor trucks suitable for military purposes and on agricultural tractors has been announced. Hereafter the subsidy on 7½ ton trucks allowed at the time of purchase will be 5000 francs, and in addition three annual maintenance premiums will be allowed, of 2500 francs each, making the total subsidy on such a truck 12,500 francs (paper.) On farm tractors a purchase premium of 4000 francs is allowed, together with three annual premiums of 1500 francs each. However, farm tractors which are capable of making long trips over the roads at considerable speed will be accorded an additional premium of 1500 francs for heavy and 1000 francs for light tractors, which must be capable of a road speed of at least 9.4 m.p.h. In the past there has been a limit on the time after coming into possession of a truck or tractor within which the owner could apply for the bonus; hereafter the military authorities may consider the application even if this time limit is exceeded, but in that case the tests to which the vehicle is subjected to determine its worthiness will be increased in duration by 50 per cent. Vehicles in services which render them exempt from requisition in case of war are excluded from the benefits of the subsidy.

ACCORDING to a French contemporary, approximately five thousand agricultural tractors were sold in France in 1925, of which about four thousand were imported. Foreign manufacturers have created a good market for their products in France by selling on time, establishing service depots at numerous central points and having tractor experts call on their owners at intervals.

British Gasoline Truck Chassis Specifications

MAKE	GENERAL							ENGINE														TRANSMISSION						REAR AXLE					MISCELLANEOUS			
				Tires								Camshaft				Fuel System		Electrical System					Gearset			Universals							Brakes, Type & Location			
	Load Capacity Long Tons	Wheelbase (Ins.)	Track (Ins.)	Type	Front (Ins.)	Rear (Ins.)	Weight Chassis (Lb.)	Bore and Stroke (Ins.)	Cylinder Head	Valve Arrangement	No. of Cylinders Cast in One Piece	Cylinders and Crankcase	Drive	Gear Material	Water Circulation	Oiling System	Carburetor Make	Fuel Feed	Ignition Type	Generator Fitted	Starter Fitted	Clutch Type	Location	No. of Forward Speeds	Control Lever	Front	Rear	Type	Final Drive	Gear Ratio on Direct	Propulsion Taken By	Torque Taken By	Hand	Foot	Steering Gear Type	Wheels Type
A. E. C.	2	138	60	S....	36x4	36x4d	4920	4.00x5.50	Det.	L..	4	Int..	Heli...	St..	ThS...	SpPr....	Zen	G...	M..	Yes	Ex..	Co...	Sep...	4	C..	Met...	Met...	F F..	Wo.	7.2	Sp...	Sp...	I Tr...	I Rw...	W W..	Disk....
A. E. C.	4½	168	72	S....	40x5½	40x5½d	7728	4.75x5.87	Int..	L..	2	Sep.	Ch...	St..	Pump	SpPr....	Zen	G...	M..	Yes	Ex..	Co...	Sep...	4	R..	Fab.	Met...	F F..	Wo.	8.4	Sp...	Sp...	I Rw...	I Rw...	W W..	W C S..
A. E. C.	6	189	72	S....	40x5½	40x5½d	7504	4.75x5.87	Int..	L..	2	Sep.	Ch...	St..	Pump	SpPr....	Zen	G...	M..	Yes	Ex..	Co...	Sep...	4	R..	Fab.	Met...	F F..	Wo.	8.4	Sp...	Sp...	I Rw...	I Rw...	W W..	W C S..
Albion	1½°	135"	61	S....	32x4	32x3½d	3808	3.87x5.00	Det.	L..	4	Sep.	Spur.	CI..	Pump	PrCs....	Zen	G...	M..	Ex..	No..	S P..	Sep...	4	R..	Met...	Met...	F F..	Wo.	5.7	Sp...	Sp...	I Rw...	I Tr...	W S..	Opt....
Albion	2½°	157	70	S....	32x4	32x4d	5710	4.50x5.00	Det.	L..	4	Sep.	Spur.	CI..	Pump	Spec....	Zen	G...	M..	Ex..	No..	S P..	Sep...	3	R..	Met...	Met...	Dd..	Ch.	...	R R..	T A..	I Rw...	E Tr...	W S..	W C S..
Austin	⅛	75	40	P....	26x3½	26x3½	896	2.20x3.00	Det.	L..	4	Int..	Heli...	St..	ThS...	Spec....	Zen	G...	M..	Yes	Yes	S P..	Eng...	3	C..	Fab.	Met...	¾ F..	S B	4.9	T T..	T T.	I Fw...	I Rw...	W W..	Wire....
Austin	½	112	52	P....	32x4¾	32x4¾	1400	2.80x4.00	Det.	L..	4	Int..	Ch...	St..	Pump	PrCs....	Zen	V...	M..	Yes	Yes	S P..	Eng...	4	C..	Met...		¾ F..	S B	5.1	T T..	T T.	E Tr...	I Fw...	W W..	H S....
Austin	¾	130	56	P....	34x5¼	34x5¼	2240	3.75x5.00	Det.	L..	4	Int..	Ch...	St..	Pump	PrCs....	Zen	V...	M..	Yes	Yes	S P..	Eng...	4	C..	Met...	Met...	¾ F..	S B	4.6	Sp...	Sp...	E Tr...	I Fw...	W W..	H S....
Bean	1¼	126	56	P....	32x4½	32x4½	2460	2.90x5.30	Det.	L..	4	Int..	Ch...	St..	Pump	PrCs....	Zen	G...	M..	Yes	Ex..	M D..	Eng...	4	R..	Met...	Met...	½ F..	S B	6.2	Sp...	Sp...	I Rw...	I Rw...	W S..	H S....
Beardmore	¾	126	55	P....	32x4¾	32x4¾	2020	3.12x4.75	Det.	L..	4	Sep.	Ch...	St..	Pump	FlPr....	Zen	G...	M..	Yes	Ex..	Co...	Sep...	4	R..	Fab.	Fab.	F F..	B..	4.8	Sp...	Sp...	I Rw...	I Rw...	W W..	H S....
Beardmore	1½	138	55	P....	36x5¼	36x5¼	2350	3.12x4.75	Det.	L..	4	Sep.	Ch...	St..	Pump	FlPr....	Zen	G...	M..	Yes	Ex..	Co...	Sep...	4	R..	Fab.	Fab.	F F..	Wo	6.4	Sp...	Sp...	I Rw...	I Rw...	W W..	Disk....
Bristol	2	150	63	S....	34x4	34x4d	3920	4.00x5.00	Det.	L..	4	Sep.	Ch...	St..	ThS...	Spl....	Cla	V...	M..	Ex..	Ex..	S P..	Sep...	4	C..	Fab.	Fab.	F F..	Wo	6	Sp...	Sp...	I Rw...	E Tr...	S N..	H C S..
Bristol	4	192	74	S....	40x4¾	40x4¾d	7060	4.50x5.75	Int..	L..	2	Sep.	Ch...	St..	ThS...	Spl....	Cla	G...	M..	Yes	No..	S P..	Sep...	4	C..	Fab.	Fab.	F F..	Wo	7.6	Sp...	Sp...	I Rw...	E Tr...	S N..	H C S..
Caledon	2	168	56	P....	36x6	36x6	3360	3.93x5.51	Det.	L..	4	Sep.	Heli...	St..	Pump	PrCs....	Zen	V...	M..	Yes	Ex..	S P..	Eng...	4	R..	Fab.	Fab.	F F..	Wo	6.7	Sp...	Sp...	I Fw...	E Tr...	W S..	Disk....
Caledon	3	174	62	S....	36x4¾	36x4¾d	6050	4.33x5.51	Int..	L..	2	Sep.	Heli...	St..	Pump	PrCs....	Zen	G...	M..	Ex..	No..	Co...	Sep...	4	R..	Fab.	Fab.	½ F..	Wo	7.2	Sp...	Sp...	I Rw...	E Tr...	W S..	H C S..
Caledon	4	183	62	S....	36x4¾	40x4¾d	6500	4.72x5.51	Int..	L..	2	Sep.	Heli...	St..	Pump	PrCs....	Zen	G...	M..	Ex..	No..	Co...	Sep...	4	R..	Fab.	Fab.	½ F..	Wo	8.0	Sp...	Sp...	I Rw...	E Tr...	W S..	H C S..
Clyde	1½	122	57	S....	34x4¾	32x4d	3590	3.75x5.12	Det.	L..	4	Sep.	Heli...	CI..	Pump	PrCs....	Zen	G...	M..	Ex..	No..	M D..	Eng...	3	C..	Met...	Met...	½ F..	Wo	6.5	Sp...	Sp...	I Rw...	I Rw...	W S..	H C S..
Commer	2	132	66	S....	36x4	36x4d	4480	3.93x4.72	Int..	L..	2	Sep.	Spur.	St..	ThS...	Spl....	Cla	G...	M..	Ex..	No..	Co...	Sep...	3	R..	Met...		F F..	Wo	7.3	T T..	T T.	I Rw...	E Tr...	W S..	H C S..
Commer	3½	147	70	S....	36x4¾	36x4¾d	6050	4.50x5.50	Int..	L..	2	Sep.	Spur.	St..	ThS...	Spl....	Cla	G...	M..	Ex..	No..	Co...	Sep...	4	R..	Met...	Met...	F F..	Wo	6.7	Sp...	Sp...	I Rw...	E Tr...	W S..	H C S..
Commer	5	159	71	S....	36x4¾	40x5½	7170	4.72x5.50	Int..	L..	2	Sep.	Spur.	St..	ThS...	Spl....	Cla	G...	M..	Ex..	No..	Co...	Sep...	4	R..			Dd..	Ch.	...	R R..	R R..	I Rw...	E Tr...	W S..	H C S..
Cressley	½	125	56	P....	32x4½	32x4½	1900	3.12x4.75	Det.	L..	4	Sep.	Ch...	St..	ThS...	PrCs....	Sol.	G...	M..	Yes	Ex..	S P..	Eng...	4	R..	Fab.	Fab.	½ F..	Wo	6.5	Sp...	Sp...	I Rw...	I Fw...	W W..	H S....
Crossley	1	134	59	P....	36x6	36x6	3020	4.00x5.50	Det.	L..	2	Sep.	Ch...	St..	Pump	PrCs....	Zen	G...	M..	Yes	Ex..	Co...	Sep...	4	R..	Met...		F F..	Wo	7	T T..	T T.	I Rw...	E Tr...	W W..	Disk....
Daimler	3	162	63	S....	34x4½	34x4½d	5930	4.10x5.50	Det.	S..	2	Sep.	Ch...	St..	Pump	SpPr....	Own	G...	M..	Ex..	No..	Co...	Sep...	4	R..	Met...	Met...	F F..	Wo	7.2	Sp...	Sp...	I Rw...	I Rw...	W W..	H C S..
Dennis	1½	132	56	C....	34x4	34x5½	3250	3.34x4.72	Det.	L..	4	Int..	Heli...	St..	Pump	PrCs....	Cla	G...	M..	Yes	Ex..	Co...	Eng...	4	R..	Met...		F F..	Wo	6.7	T T..	T T.	I Rw...	I Rw...	W W..	Disk....
Dennis	2½	144	62	S....	34x4	40x4d	5320	4.13x5.90	Int..	T..	2	Sep.	Spur.	St..	Pump	SpPr....	Cla	G...	M..	Ex..	No..	Co...	Sep...	4	R..	Met...	Met...	F F..	Wo	6.7	Sp...	Sp...	I Rw...	E Tr...	W S..	H C S..
Dennis	3–4	156	66	S....	36x4¾	40x4¾d	6720	4.52x5.90	Int..	T..	2	Sep.	Spur.	St..	Pump	SpPr....	Cla	G...	M..	Ex..	No..	Co...	Sep...	4	R..	Met...		F F..	Wo	7.7	T T..	T T.	I Rw...	E Tr...	W S..	H C S..
Dennis	6	188	66	S....	36x4¾	40x4¾d	7750	5.00x7.00	Int..	T..	2	Sep.	Spur.	St..	Pump	SpPr....	Cla	G...	M..	Ex..	No..	Co...	Sep...	4	R..	Met...	Met...	F F..	Wo	7.7	Sp...	Sp...	I Rw...	E Tr...	W S..	H C S..
Garner	2½	144	63	S....	36x4½	36x4½d	4030	4.93x5.51	Int..	L..	4	Sep.	Ch...	St..	ThS...	PrCs....	Zen	G...	M..	Ex..	Ex..	M D..	Eng...	4	C..	Fab.	Fab.	F F..	Wo	7.0	Sp...	Sp...	I Rw...	I Rw...	Ca...	Disk....
Guy	1	125	56	P....	32x4¼	32x4¾	2520	3.34x4.72	Det.	L..	4	Sep.	Ch...	St..	ThS...	SpPr....	Zen	G...	M..	Yes	Yes	S P..	Eng...	4	R..	Fab.	Met...	F F..	S B	5.5	Sp...	Sp...	I Rw...	I Rw...	W W..	Disk....
Guy	1½	138	56	P†	32x4¼	S 34x3d	2910	3.46x4.72	Det.	L..	4	Sep.	Ch...	St..	Pump	SpPr....	Zen	G...	M..	Ex..	Ex..	Co...	Eng...	4	R..	Fab.	Met...	F F..	Wo	6.6	Sp...	Sp...	I Rw...	I Rw...	W W..	Disk....
Guy	2	152	63	S....	32x3½	32x3½d.	4480	4.00x5.50	Det.	L..	4	Sep.	Ch...	St..	ThS...	SpPr....	Zen	Opt.	M..	Ex..	Ex..	Co...	Sep...	4	R..	Fab.	Fab.	F F..	D R	6.3	Sp...	Sp...	I Rw...	I Tr...	W W..	Opt....
Guy	3	172	63	S....	36x4½	36x4½d	5040	4.00x5.50	Det.	L..	4	Sep.	Ch...	St..	Pump	SpPr....	Zen	G...	M..	Ex..	Ex..	Co...	Sep...	4	R..	Met...	Met...	F F..	D R	8.6	Sp...	Sp...	I Rw...	I Tr...	W W..	H C S..
Guy†	4	161	65	P....	34x7	34x7	6720	4.25x5.50	Det.	L..	4	Sep.	Ch...	St..	Pump	SpPr....	Zen	G...	M..	Ex..	Ex..	Co...	Sep...	8	R..	Met...	Met...	F F..	Wo	8.0	Sp...	T A..	I Fw...	I Rw...	W W..	Disk†...
Halley	1½	132°	60	S....	34x3½	34x4¾	3920	3.75x5.00	Det.	L..	4	Int..	Ch...	St..	Pump	SpPr....	Zen	G...	M..	Ex..	Ex..	S P..	Eng...	4	C..	Fab.	Fab.	F F..	Wo	6.5	Sp...	Sp...	I Rw...	I Rw...	W W..	Disk....
Halley "6"	3	160	67	S....	36x4¾	36x4¾d	6500	3.50x6.00	Det.	L..	3	Sep.	Ch...	St..	Pump	SpPr....	Zen	G...	M..	Ex..	Ex..	S P..	Sep...	4	R..	Fab.	Fab.	F F..	Wo	7.6	Sp...	Sp...	I Rw...	E Tr...	W W..	H C S..
Halley	5	184	67	S....	36x4¾	40x5½d	8510	5.00x6.50	Det.	L..	2	Sep.	Spur.	St..	Pump	SpPr....	Zen	G...	M..	Ex..	No..	S P..	Sep...	4	R..	Fab.	Met...	F F..	Wo	7.6	R R..	T A..	I Rw...	E Tr...	W S..	W C S..
Jowett "2"	¼	102	45	P....	27x4½	27x4½	750	3.00x4.00	Int..	L..	1	Sep.	Spur.	CI..	ThS...	PrCs....	Zen	G...	B..	Yes	Yes	Co...	Eng...	3	R..	Fab.	Fab.	½ F..	S B	4.6	Sp...	Sp...	E Rw	E Tr...	Pl...	H S....
Karrier	1¼	126	56	S....	32x3	32x3d	2590	3.37x5.00	Det.	L..	4	Sep.	Heli...	St..	Pump	SpPr....	Zen	G...	M..	Ex..	No..	S P..	Eng...	4	R..	Fab.	Fab.	F F..	Wo	7.2	Sp...	Sp...	I Rw...	E Tr...	Pl...	Disk....
Karrier	2	150	56	S....	36x3½	36x3½d	4150	3.75x5.50	Det.	L..	4	Sep.	Ch...	St..	Pump	PrCs....	Zen	G...	M..	Ex..	No..	Co...	Sep...	4	R..	Met...	Met...	F F..	Wo	7.0	Sp...	Sp...	I Rw...	E Tr...	W W..	Disk....
Karrier	3	156	60	S....	36x4¾	36x4¾d	4812	3.93x5.50	Int..	L..	2	Sep.	Ch...	St..	Pump	PrCs....	Zen	G...	M..	Ex..	No..	Co...	Sep...	4	R..	Met...	Met...	F F..	Wo	7.0	Sp...	Sp...	I Rw...	E Tr...	W W..	Disk....
Karrier	4	168	68	S....	36x4¾	36x4¾d	5490	4.50x5.00	Int..	L..	2	Sep.	Ch...	St..	Pump	SpPr....	Zen	G...	M..	Ex..	No..	Co...	Sep...	4	R..	Met...	Met...	F F..	Wo	7.0	Sp...	Sp...	I Rw...	E Tr...	W W..	Disk....
Karrier	5	180	70	S....	36x5	40x5d	7720	4.50x6.00	Int..	L..	2	Sep.	Ch...	St..	Pump	SpPr....	Zen	G...	M..	Ex..	No..	Co...	Sep...	4	R..	Met...	Met...	F F..	D R	8.2	Sp...	Sp...	I Rw...	E Tr...	W W..	Disk....
Karrier	6	180	70	S....	36x5	40x5d	8290	5.00x6.00	Int..	L..	2	Sep.	Ch...	St..	Pump	SpPr....	Zen	G...	M..	Ex..	No..	Co...	Sep...	4	R..	Met...	Met...	F F..	D R	8.9	Sp...	Sp...	I Rw...	E Tr...	W W..	Disk....
Karrier "6"	3	150	60	P....	32x6	32x6	5376	3.93x5.50	Int..	L..	2	Sep.	Ch...	St..	Pump	PrCs....	Zen	G...	M..	Ex..	No..	Co...	Sep...	8	R..	Met...	Met...	F F..	Wo	7.2	Sp...	T A..	I Rw...	I Fw...	W W..	Disk†...
Leyland	2	141	66	S....	36x4	36x4d	5710	4.50x5.00	Int..	L..	2	Sep.	Heli...	St..	Pump	PrCs....	Cla	G...	M..	Ex..	Ex..	Co...	Sep...	4	R..	Met...		F F..	Wo	7.0	T T..	T T.	I Rw...	E Tr...	W S..	H C S..
Leyland	3–4	168	68	S....	40x5	40x5d	7840	4.62x6.00	Int..	L..	2	Sep.	Heli...	St..	Pump	PrCs....	Cla	G...	M..	Ex..	No..	Co...	Sep...	4	R..	Met...		F F..	D R	7.25	T T..	T T.	I Rw...	E Tr...	W S..	H C S..
Leyland	4–6	190	65	S....	40x6	40x6d	8300	5.00x6.00	Int..	L..	2	Sep.	Heli...	St..	Pump	PrCs....	Cla	G...	M..	Ex..	No..	Co...	Sep...	4	R..	Met...		F F..	D R	7.25	T T..	T T.	I Rw...	E Tr...	W S..	H C S..
Maudslay	2½	150	66	S....	34x4	36x4d	4800	3.93x5.11	Det.	O..	4	Sep.	Bev*.	St..	Pump	FlPr....	Zen	G...	M..	Ex..	No..	Co...	Sep...	4	R..	Met...	Met...	F F..	Wo	7.0	Sp...	Sp...	I Rw...	I Tr...	W W..	W C S..
Maudslay	4	160	66	S....	34x4¾	40x4¾d	7300	4.50x6.00	Det.	O..	4	Sep.	Bev*.	St..	Pump	FlPr....	Zen	G...	M..	Ex..	No..	Co...	Sep...	4	R..	Met...	Met...	F F..	Wo	7.7	Sp...	Sp...	I Rw...	E Tr...	W W..	H C S..

ABBREVIATIONS:
†—Others furnished.
‡—Gas-electric.
*—Overhead Camshaft.
§—Front Wheel Drive.
†—Six Wheels.
B—Battery.
B— } Bevel Gear.
Bev— }
Br—Bronze.
C—Cushion (Tires).
Ca—Cam.
Ch—Chain.
C—Central (Gear Lever).
CI—Cast Iron.
Co—Cone.
Cla—Claudel.
d—Dual.
DP—Dual Dry Plate.
DR—Double Reduction Gears (Bevel and Spur).
Dd—Dead.
Det—Detachable.
Eng—Unit with Engine.
Ex—Extra.
E Rw—External on Rear Wheels.
E Tr—External Transmission.
Fab—Fabric Disk.
F F—Full Floating.
½F—Semi-Floating.
Fl Pr—Full Pressure.
F—In Head and Side.
G—Gravity.
Heli—Helical Gears.
H.C.S.—Hollow Cast Steel.
H.S.—Hollow Pressed Steel.
Int—Integral.
I. G.—Internal Gears.
I.Rw.—Internal on Rear Wheels.
I. Tr.—Internal Transmission.
I. Fw.—Internal on Four Wheels.
L—Valves on One Side.
M—Magneto.
MD—Multiple-Disk.
Met—Metallic.
N—Valveless Two Stroke.
N.M.—Non-Metallic.
No—None or Not Fitted.
O—Overhead Valves.
Opt—Optional.
P—Pneumatic.
Pl—Planetary.
Pr. Cs—Pressure to Crankshaft Bearings and Big-ends through Hollow Crankshaft.
R—On Right.
R.R.—Radius Rods.
Sep—Separate.
S—Solid.
Sl—Sleeve Type.
Spec—Special.
Sp Pr—Splash and Pressure.
S P—Spiral Bevel (Final Drive).
Sp—Springs.
St—Steel.
Sm—Smith.
S. N.—Screw and Nut.
S. P.—Single Dry Plate.
Spl—Splash.
Spur—Straight Spur Gear.
Sol—Solex.
Tr—Tractor Truck.
T. A.—Torque Arm.
T—Valves Both Sides.
ThS—Thermo Siphon.
TT—Torque Tube.
V—Vacuum.
WCS—Webbed Cast Steel.
Wo—Worm Gear.
WW—Worm and Wheel.
WS—Worm and Segment.
Zen—Zenith.

British Gasoline Truck Chassis Specifications—Continued

Automotive Industries February 18, 1926

British Gasoline Truck Chassis Specifications—Continued

Maudslay	6	160	66	S.	36x5½	40x5½d.	8510	4.75x6.00	Det.	O.	4	Sep.	Bev*	St.	Pump	FlPr.	Zen	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	Met.	F F.	D R	8.2	Sp.	Sp.	I Rw.	E Tr.	W W.	H C S.
M. D.	1¼	126	56	P.	33x5	33x5	2690	3.12x4.72	Det.	O.	4	Int.	Bev*	St.	ThS.	Spl.	Co†	V.	M.	Yes	Yes	S P.	Eng.	4	C.	Met.	......	F F.	Wo.	6.2	T T.	T T.	I Rw.	I Fw.	W W.	Disk.
Morris	½	102	48	P.	27x4½	27x4½	1500	2.73x4.00	Det.	L.	4	Int.	Heli.	St.	ThS.	SpPr.	Smi.	G.	M.	Yes	Yes	M D.	Eng.	3	C.	Met.	......	¾ F.	S B	4.6	T T.	T T.	I Rw.	I Rw.	W W.	H S.
Morris	¾	112	56	P.	32x4	32x4	1700	2.73x4.00	Det.	L.	4	Int.	Heli.	St.	ThS.	SpPr.	Smi.	G.	M.	Yes	Yes	M D.	Eng.	3	C.	Met.	......	¾ F.	S B	6.5	T T.	T T.	I Rw.	I Rw.	W W.	H S.
Morris	1	122	56	P.	32x4½	32x4½	1930	2.95x4.00	Det.	L.	4	Int.	Heli.	St.	ThS.	SpPr.	Smi.	G.	M.	Yes	Yes	M D.	Eng.	3	C.	Met.	......	¾ F.	Wo.	7.0	T T.	T T.	I Rw.	I Rw.	W W.	H S.
McCurd	2	162	66	P.	36x6	36x6d	5040	4.00x6.00	Det.	L.	4	Sep.	Ch.	St.	Pump	PrCs.	Zen	G.	M.	Yes	Ex.	Co.	Sep.	4	R.	Met.	Met.	F F.	Wo.	7.4	Sp.	T A.	I Rw.	I Fw.	W W.	Disk.
McCurd	4	174	66	S.	40x4¾	40x4¾d	6390	4.50x5.50	Int.	T.	2	Sep.	Heli.	St.	Pump	Spl.	Zen	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	Met.	F F.	Wo.	7.1	R R.	T A.	I Rw.	E Tr.	W W.	W C S.
Pagefield	3½	98	66	S.	36x5½	36x5½d	6380	4.72x5.50	Int.	L.	2	Sep.	Heli.	St.	Pump	PrCs.	Sol.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	Met.	F F.	Wo.	6.2	Sp.	Sp.	E Rw.	E Tr.	W W.	Disk.
Pagefield	5	177	69	S.	36x5½	36x5½d	7500	5.00x6.00	Int.	L.	2	Sep.	Heli.	St.	Pump	PrCs.	Cla.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	......	F F.	D R	7.8	T T.	T T.	I Rw.	E Tr.	W W.	W C S.
Scammell "3"	2½	114	61	S.	32x4½	24x5	2690	4.00x4.25	Det.	L.	1	Sep.	Heli.	St.	Air.	PrCs.	Cla.	G.	M.	Ex.	No.	S P.	Eng.	3	C.	Met.	......	§	Wo.	9.0	.....	.....	I Rw.	I Fw.	W S.	Disk.
Scammell "Tr."	12	120	64	S.	36x4	36x6d	11000	5.00x5.50	Det.	O.	2	Sep.	Heli.	St.	Pump	PrCs.	Cla.	G.	M.	Ex.	Ex.	Co.	Sep.	3	R.	......	......	Dd.	Ch.	...	R R.	R R.	I Rw.	E Tr.	W S.	W C S.
Star	2	132	61	S.	36x3½	36x3½d	3360	3.54x4.72	Det.	L.	4	Sep.	Heli.	N M	Pump	Spl.	Sol.	G.	M.	Ex.	Ex.	S P.	Eng.	4	C.	Fab.	Fab.	F F.	Wo.	7.7	Sp.	Sp.	I Rw.	I Rw.	W W.	Disk.
Star	3	150	60	S.	36x4	36x4d	4700	3.54x5.90	Int.	L.	2	Sep.	Ch.	St.	Pump	PrCs.	Zen	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	Met.	F F.	Wo.	6.8	R R.	T A.	I Rw.	I Tr.	W W.	Opt.
Straker Squire	2	150	64	S.	40x3½	40x3½d	3800	3.75x5.00	Int.	L.	4	Sep.	Heli.	Br.	ThS.	SpPr.	Zen	V.	M.	Yes	No.	Co.	Sep.	4	R.	Met.	Met.	F F.	Wo.	7.2	Sp.	Sp.	I Rw.	I Rw.	W S.	W C S.
Straker Squire	5	174	72	S.	40x5½	40x5½d	7720	4.50x6.50	Det.	O.	4	Int.	Ch.	St.	Pump	Spl.	Zen	V.	M.	Ex.	No.	S P.	Eng.	4	R.	Met.	Met.	F F.	Wo.	7.0	Sp.	Sp.	I Rw.	I Rw.	S N.	H C S.
Talbot	2	155	63	P.	36x6	36x7	3250	4.00x5.51	Int.	L.	2	Sep.	Heli.	St.	Pump	PrCs.	Zen	V.	M.	Yes	Yes	Co.	Sep.	4	R.	Met.	......	F F.	B.	...	T T.	T T.	I Rw.	I Rw.	S N.	Disk.
Thornycroft	1½	138	61	P.	36x6	36x6	3690	3.75x5.00	Det.	L.	4	Sep.	Heli.	CI.	Pump	PrCs.	Zen	G.	M.	Ex.	Ex.	S P.	Eng.	4	C.	Fab.	Fab.	½ F.	Wo.	6.2	Sp.	Sp.	I Rw.	I Rw.	W W.	Disk.
Thornycroft	2½	156	64	S.	36x4½	36x4½d	5600	4.00x5.50	Det.	F.	4	Sep.	Heli.	CI.	Pump	PrCs.	Sol.	G.	M.	Ex.	Ex.	Co.	Sep.	4	C.	Fab.	Fab.	F F.	Wo.	7.2	Sp.	Sp.	I Rw.	E Tr.	S N.	W C S.
Thornycroft	4	163	67	S.	28x5	34x5d	7280	4.75x6.00	Det.	F.	4	Sep.	Heli.	CI.	Pump	PrCs.	Sol.	G.	M.	Ex.	Ex.	Co.	Sep.	4	C.	Met.	Met.	F F.	Wo.	8.2	Sp.	Sp.	I Rw.	E Tr.	S N.	W C S.
Thornycroft	5-6	192	66	S.	32x5½	40x6d	8750	4.75x6.00	Det.	F.	4	Sep.	Heli.	CI.	Pump	PrCs.	Sol.	G.	M.	Ex.	Ex.	Co.	Sep.	4	C.	Met.	Met.	F F.	Wo.	10.6	Sp.	Sp.	I Rw.	E Tr.	S N.	W C S.
Thornycroft "11"	11	144	66	S.	32x4¾	40x6d	8510	4.75x6.00	Det.	F.	4	Sep.	Heli.	CI.	Pump	PrCs.	Sol.	G.	M.	Ex.	Ex.	Co.	Sep.	4	C.	Met.	Met.	F F.	Wo.	10.6	Sp.	Sp.	I Rw.	E Tr.	S N.	W C S.
Tilling Stevens	2½	150	57	S.	36x4	36x4d	4480	3.75x4.92	Int.	L.	2	Sep.	Heli.	St.	Pump	Spl.	Zen	G.	M.	Ex.	Ex.	Co.	Sep.	4	R.	Met.	Met.	F F.	Wo.	6.0	Sp.	Sp.	E Rw.	I Rw.	W W.	H C S.
Tilling Stevens "12"	4	186	69	S.	36x4¾	40x4¾d	9000	4.75x5.50	Int.	L.	2	Sep.	Ch.	St.	Pump	Spl.	Zen	G.	M.	Ex.	Ex.	......	......	....	....	Met.	Met.	F F.	Wo.	10.3	T A.	T A.	E Rw.	I Rw.	W W.	H C S.
Tilling Stevens	6	174	68	S.	36x5½	40x5½d	7950	5.00x6.00	Int.	L.	2	Sep.	Ch.	St.	Pump	Spl.	Zen	G.	M.	Ex.	Ex.	Co.	Sep.	4	R.	Met.	Met.	F F.	Wo.	6.5	T A.	T A.	E Rw.	I Rw.	W W.	H C S.
Trojan	⅜	96	48	P.	28x3½	28x3½	1120	2.50x4.75	Int.	N.	2	Int.	......	....	ThS.	PrCs.	Own	G.	B.	Yes	No.	Pl.	Eng.	2	R.	......	......	Dd.	Ch.	...	Sp.	Sp.	E Tr.	I Rw.	Spur.	Disk.
Vulcan	1½	138	56	S.	36x3½	36x3½d	3800	3.54x5.11	Int.	L.	4	Sep.	Heli.	CI.	Pump	Spl.	Zen	G.	M.	Ex.	No.	Co.	Sep.	4	C.	Met.	Met.	F F.	Wo.	6.2	Sp.	Sp.	I Rw.	E Tr.	W W.	W C S.
Vulcan	2	132	56	S.	36x4	36x4d	4030	3.74x5.11	Int.	L.	4	Sep.	Heli.	CI.	Pump	PrCs.	Zen	G.	M.	Ex.	No.	Co.	Sep.	4	C.	Met.	Met.	F F.	Wo.	7.7	Sp.	Sp.	I Rw.	E Tr.	W W.	W C S.
Vulcan	2½	132	56	S.	36x4	36x4d	4050	3.93x5.11	Int.	L.	4	Sep.	Heli.	CI.	Pump	PrCs.	Zen	G.	M.	Ex.	No.	Co.	Sep.	4	C.	Met.	Met.	F F.	Wo.	7.0	Sp.	Sp.	I Rw.	E Tr.	W W.	W C S.
Vulcan	4	162	69	S.	40x5	40x5d	7060	4.72x5.51	Int.	L.	2	Sep.	Heli.	CI.	Pump	PrCs.	Zen	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	Met.	F F.	Wo.	7.3	Sp.	Sp.	I Rw.	E Tr.	W W.	Disk.
Watson	4	162	60	S.	36x5	40x5d	7060	4.52x5.51	Int.	L.	2	Sep.	Spur.	St.	Pump	PrCs.	Cla.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	Met.	F F.	D R	7.9	Sp.	Sp.	I Rw.	I Rw.	W S.	W C S.
Watson	6	180	62	S.	36x5½	40x5½d	9200	4.72x5.51	Int.	L.	2	Sep.	Spur.	St.	Pump	PrCs.	Cla.	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	Met.	F F.	I G.	8.7	R R.	T A.	I Rw.	E Tr.	W S.	W C S.
W. & G.	1½	126	60	S.	36x3½	36x3½d	3800	3.75x5.12	Det.	L.	4	Sep.	Heli.	St.	Pump	PrCs.	Zen	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	Met.	F F.	Wo.	7.0	Sp.	Sp.	I Rw.	I Rw.	S N.	Disk
W. & G.	2½	135	60	S.	36x4	36x4d	4200	3.75x5.50	Int.	L.	4	Sep.	Heli.	St.	Pump	PrCs.	Zen	G.	M.	Ex.	No.	Co.	Sep.	4	R.	Met.	Met.	F F.	Wo.	8.0	Sp.	T A.	I Rw.	I Rw.	S N.	H C S.

ABBREVIATIONS:
†—Others furnished.
‡—Gas-electric.
*—Overhead Camshaft.
§—Front Wheel Drive.
†—Six Wheels.
B—Battery.
B —} Bevel Gear.
Bev—}
Br—Bronze.
C—Cushion (Tires).
Ca—Cam.
Ch—Chain.
C—Central (Gear Lever).
CI—Cast Iron.
Co—Cone.
Cla—Claudel.
d—Dual.
DP—Dual Dry Plate.
DR—Double Reduction Gears (Bevel and Spur).
Dd—Dead.
Det—Detachable.
Eng—Unit with Engine.
Ex—Extra.
E Rw—External on Rear Wheels.
E Tr—External Transmission.
Fab—Fabric Disk.
F F—Full Floating.
½F—Semi-Floating.
Fl Pr—Full Pressure.
F—In Head and Side.
G—Gravity.
Heli—Helical Gears.
H.C.S.—Hollow Cast Steel.
H.S.—Hollow Pressed Steel.
Int—Integral.
I. G.—Internal Gears.
I.Rw.—Internal on Rear Wheels.
I. Tr.—Internal Transmission.
I. Fw.—Internal on Four Wheels.
L—Valves on One Side.
M—Magneto.
MD—Multiple-Disk.
Met—Metallic.
N—Valveless Two Stroke.
N.M.—Non-Metallic.
No—None or Not Fitted.
O—Overhead Valves.
Opt—Optional.
P—Pneumatic.
Pl—Planetary.
Pr. Cs—Pressure to Crankshaft Bearings and Big-ends through Hollow Crankshaft.
R—On Right.
R.R.—Radius Rods.
Sep—Separate.
S—Solid.
Sl—Sleeve Type.
Spec—Special.
Sp Pr—Splash and Pressure.
S P—Spiral Bevel (Final Drive).
Sp—Springs.
St—Steel.
Sm—Smith.
S. N.—Screw and Nut.
S. P.—Single Dry Plate.
Spl—Splash.
Spur—Straight Spur Gear.
Sol—Solex.
Tr—Tractor Truck.
T. A.—Torque Arm.
T—Valves Both Sides.
ThS—Thermo Siphon.
TT—Torque Tube.
V—Vacuum.
WCS—Webbed Cast Steel.
Wo—Worm Gear.
WW—Worm and Wheel.
WS—Worm and Segment.
Zen—Zenith.

Trends in British Truck Design

CONSIDERABLE progress in design has been made during the past year by British truck engineers and the models which will be built during 1926 have a number of features which are different from previous designs.

In engine designs the tendency has been to depart from usual truck practice and by following passenger car designs more closely to produce a power unit which is more efficient. Several of the new engines are equipped with overhead valves operated usually by tappets and rocker arms but, in some cases, by overhead camshafts. Hydraulic buffers are mounted between the tappets and rocker arms of some models to reduce noise.

Automatic spark advance is used by some makers while unit power plants which are so constructed that either the engine or gearbox can be removed without disturbing the other. There is an increasing tendency to drive fans positively from the crankshaft, some models employing an enclosed silent chain drive for this purpose.

The main improvements in gear boxes lie in more accurate finish of the teeth by grinding, the use of better materials and the shortening of shafts to prevent whip.

New to British practice is a new type of vertical banjo axle from which the entire gear may be taken without removing the casing. Another unusual type is one which is dropped below the center of the wheels and which has a second reduction by internal gears in the wheels, the gearing being entirely enclosed.

Braking mechanisms have received considerable attention and the general trend has been to provide systems by which the retarding or stopping of vehicles is not entirely dependent upon the development of the driver's leg muscles. Vacuum brakes and servos of various types, usually with brakes operating on four wheels, are to be found on the newer chassis models.

THE Russian Information Bureau has informed the Automotive Division of the Department of Commerce that a passenger automobile corporation capable of turning out 3,000 to 5,000 cars annually will be formed at Leningrad within the next few months. The output will be limited at the outset to cars assembled from imported parts. Building of motor trucks, say the same authority, already has been organized and during the first three years 2,535 trucks of 1½ and 3-ton capacity will be turned out at Soviet factories.

American Agricultural

MAKE AND MODEL	GENERAL										ENGINE																
																		Governor		Ignition		Fuel System					
	Price	Capacity: No. of 14" Plows	Plowing Speed (M. P. H.)	Wgt. Complete (Lbs.)	Wheel Base (Ins.)	Minimum Turning Diameter (Ft.)	Ground Clearance (Ins.)	Drawbar Type	Drawbar Belt Rating	Steering Type	Make	Rated Horsepower (N.A.C.C.)	Number Cylinders	Bore and Stroke (Ins.)	Engine Type	No. of Cyls. per Casting	Valve Arrangement	Normal R.P.M. at Plowing Speed	Make	Type	Make of System	Impulse Starter Fitted?	Make and Size of Carbureter (Ins.)	Fuel Feed	Number and Capacity of Fuel Tanks (Gals.)	Water Injected?	Make of Air Cleaner
Adv-Rumely Oil Pull R		6	2.02	11701	90	19.5	11¼	Hor.	25-45	F.A.K.	Own	48.70	2	7½x9½	Hor.	2	IH.	540	Own	Cent.	Bosch	Yes	Own	Pres.	2-1¼G-31K	Yes	Dun
Adv-Rumely Oil Pull L		3	2.07	5510	80	15'0"	10	Hor.	15-25	F.A.K.	Own	27.03	2	5½x7	Hor.	2	IH.	755	Own	Cent.	Bosch	Yes	Own	Pres.	2-1¼G-15K	Yes	Dun
Adv-Rumely Oil Pull M		4	2.08	7948	88	17'0"	10	Hor.	20-35	F.A.K.	Own	37.13	2	6½x8¼	Hor.	2	IH.	635	Own	Cent.	Bosch	Yes	Own	Pres.	2-1¼G-24.4K	Yes	Dun
Adv-Rumely Oil Pull S		8	1.90	16150	115	22'0"	12	Hor.	30-60	F.A.K.	Own	64.80	2	9 x11	Hor.	2	IH.	470	Own	Cent.	Bosch	Yes	Own	Pres.	2-2G-48.5K	Yes	Dun
Allis-Chalmers 15-25	1385	3	2.50	4700	78	12'0"	13	Uni.	15-25	F.A.K.	Own	27.23	4	4½x5¼	Ver	2	IH.	1100	Own	Cent.	Dixie	Yes	Scheb-1¾	Gra.	1-G20	No	Tim
Allis-Chalmers 20-35	1885	4	2.50	6150	94	12'0"	11½	Uni.	20-35	F.A.K.	Own	36.10	4	4¾x6½	Ver	4	IH.	930	Own	Cent.	Eise.	Yes	Scheb-1½	Gra.	3-G40	No	Tim
Allwork CA	1295	3	2.75	5200	80	24'0"	14	Ver	16-30	F.A.K.	Own	40.00	4	5 x6	Ver.	1	"L"H	900	Own	Cent.	Bosch	Yes	King-1½	Gra.	2-5G-25K	No	Ben
Allwork G	1495	3	2.75	4800	75	19'0"	13	Uni.	14-28	F.A.K.	Own	36.10	4	4¾x6	Ver.	1	"L"H	900	Own	Cent.	Bosch	Yes	King-1½	Gra.	2-5G-25K	No	Ben
Allwork D	1695	4-5	2.75	6500	80	26'0"	14	Ver.	20-35	F.A.K.	Own	44.10	4	5¼x6	Ver	1	"L"H	900	Own	Cent.	Bosch	Yes	King-1½	Gra.	2-5G-25K	No	Ben
Allwork DA	2200	5	2.75	8400	87	28'0"	14	Ver	22-40	F.A.K.	Own	48.40	4	5½x7	Ver.	1	"L"H	900	Own	Cent.	Bosch	Yes	King-1¾	Gra.	2-5G-25K	No	Ben
Allwork E	3750	6	2.75	9300	76	10'2"	13	Uni	25-35	F.A.K.	Own	44.10	4	5¼x6	Ver.	1	"L"H	900	Own	Cent.	Bosch	Yes	Zen-1½	Gra.	1-25G	No	Ben
Bailor A	600		2.9	2500	86¾	8'11"	28	Uni.		S.A.	LeRoi	16.00	4	3½x4¼	Ver.	4	"L"H		LeRoi	Cent.	Dixie	No	King-⅞	Gra.	1-10G	No	W-B
Bailor W	500		1.7 3.3 2.0	1900		7'9"	28	Uni.	12	S.A.	LeRoi	16.00	4	3½x4½	Ver.	4	"L"H		LeRoi	Cent.	Dixie	No	King-⅞	Gra.	1-10G	No	W-B
Barron 100		12-16		19000	168	23'0"	10	Hor.	-100	F.A.K.	Own	79.35	6	5¾x7	Ver.	2	"L"H	1200	Spec.	Cent.	Spec.	No	Spec.	Vac.	1-65G	No	None
***Bates (Steele Mule)** H		3	2½3½	3600	82½	20'0"	12	Hor.	15-25	F.A.K.	Midw	27.23	4	4½x5¼	Ver.	2	IH.	1100	Simp.	Cent.	Bosch	Yes	Ben-1¼	Gra.	2-8G-10K	No	Pom
***Bates (Steele Mule)** F		3	2½3½	4850	80	16'0"	12	Hor.	18-25	F.A.K.	Beav.	28.90	4	4½x6	Ver.	2	IH.	1100	Simp.	Cent.	Bosch	Yes	Ben-1¼	Gra.	2-8G-10K	No	Pom
***Bates (Steele Mule)** G		4	2½3½	6500	80½	13'6"	12	Hor.	25-35	F.A.K.	Wauk	32.40	4	4½x6	Ver.	2	IH.	1000	Simp.	Cent.	Bosch	Yes	King-1½	Gra.	1-26G	No	Pom
***Bates (Steele Mule)** 40		0	Var	9500	84	14'0"	14	Hor.	30-40	T.D.M.	Wauk	40.00	4	5 x6¼	Ver.	2	IH.	1000	Simp.	Cent.	Bosch	Yes	King-1½	Gra.	1-30G	No	Pom
***Bates (Steele Mule)** 25		0	Var	6500	80	12'0"	14	Hor.	20-30	T.D.M.	Beav.	32.40	4	4½x6	Hor.	2	IH.	1000	Simp.	Cent.	Bosch	Yes	King-1¼	Gra.	1-14G	No	Pom
Beeman K	265	7	¾-3	550	17¼	5'0"	9	V-H	2-4		Own	4. 8	1	3½x4½	Ver.	1	"L"H	1000	None.	Cent.	Own.	No	King-¾	Gra.	1-1¼G	No	None
Bryan Steam	2385	3	2.50	5500	88	14'0"	15	Hor.	15-30	F.A.K.	Own		2	4 x5	Hor.	2	Sli.	300	Pick.		None	No	None.	Pres.	1-4G-24K	No	None
Case 12-20	950		3.0	4230	65	24'0"	11½	Hor.	12-20	F.A.K.	Own	27.23	4	4½x5	Ver.	4	IH.	1050	Own.	Cent.	Mag.	Yes	King-1¼	Gra.	2-2¼G-17½	Yes	Yes
Case 18-32	1350	3-4	3.3	6350	76½	27'3"	14	Hor.	18-32	F.A.K.	Own	32.40	4	4½x6	Ver.	2	IH.	1000	Own.	Cent.	Mag.	Yes	King-1⅜	Gra.	2-2¾G-20K	Yes	Yes
Case 25-45	2750	4-5	3.2	9550	96	40'6"	15	Hor.	25-45	F.A.K.	Own	48.40	4	6½x6¾	Ver.	2	IH.	850	Own.	Cent.	Mag.	Yes	King-2	Gra.	2-3¾G-26½	Yes	Yes
Caterpillar 2Ton	1950		3.00	5100		11'0"	11	Hor.	15-	T.D.M.	Own	25.60	4	4 x5½	Ver.	4	IH.	1000	Own.	Cent.	Eise.	Yes	King-1¼	Gra.	1-19G	No	Strom
Caterpillar 30	3400		2.62	9100		12'0"	11½	Hor.	25-30	T.D.M.	Own	36.10	4	4¾x6½	Ver.	1	IH.	850	Own.	Cent.	Bosch	Yes	Strom-½	Gra.	2-2½G-30½	No	Pom
Caterpillar 5Ton	3650		3.00	11200		14'0"	12½	N-A	25-	T.D.M.	Own	36.10	4	4¾x6	Ver.	1	IH.	1000	Own.	Cent.	Eise.	Yes	Scheb-1½	Gra.	1-35G	No	Strom
Caterpillar 60	5500		2.63	19100		18'0"	14	Hor.	50-60	T.D.M.	Own	67.60	4	6½x8½	Ver.	1	IH.	650	Own.	Cent.	Bosch	Yes	Strom-1¾	Vac.	2-3G-70K	No	Pom
Caterpillar 10Ton	5950		3.00	20500		18'0"	15	N-A	40-	T.D.M.	Own	67.60	4	6½x7	Ver.	1	IH.	750	Own.	Cent.	Eise.	Yes	King-2	Gra.	1-46-G	No	Strom
Cletrac K	1895		2.25	3900				Hor.		T.D.M.	Own	25.60	4	4 x5½	Ver.	4	IH.		Own.	Cent.	Split.	Yes			2-¾G-11K	No	Own
Cletrac W	1145		2.00	3455		12'0"	12	Hor.	12-20	T.D.M.	Own	25.60	4	4 x5½	Ver	4	IH.	1265	Own.	Cent.	Eise.	Yes	King-1¼	Gra.	2-¾G-11K	No	Own
Eagle H		3	2.00	5850	81	13'	17	Hor.	13-25	F.A.K.	Own	39.20	2	7 x8	Hor.	2	IH.	450	Pick.	Cent.	Dixie	Yes	Scheb-1½	Gra.	2-4G-12K	Yes	Own
Eagle H		4	2.00	7100	88	15'	17	Hor.	16-30	F.A.K.	Own	51.20	2	8 x8	Hor.	2	IH.	450	Pick.	Cent.	Dixie	Yes	Scheb-1¾	Gra.	2-5G-18K	Yes	Own
Eagle H		4-5	2.00	7400	91	16'	17	Hor.	20-40	F.A.K.	Own	51.20	2	8 x10	Hor.	2	IH.	450	Pick.	Cent.	Dixie	Yes	Scheb-1¾	Gra.	2-5G-18K	Yes	Own
Eagle H20-40Spec		4-5	2.00	8150	96	17'	17	Hor.		F.A.K.	Own	51.20	2	8 x10	Hor.	4	IH.	450	Pick.	Cent.	Dixie	Yes	Scheb-1¾	Gra.	2-5G-18K	Yes	Own
E-B 15-25K		3	3.00	5000	87½	12'6"	12	Uni.	12-25	F.A.K.	Own	36.10	4	4¾x5	Ver.	2	"L"H	1000	Own.	Cent.	Mag.	Yes	Strom-1½	Gra.	2-4G-20K	Yes	Dun
***Fageol** 10-15	1320	2	2.50	3800	177			Hor.	10-15	F.A.K.	Lyco.	22.00	4	3¾x5	Ver.	4	"L"H	1250	Own.	Cent.	Dixie	Yes	Zen-1	Gra.	1-17G	No	Own
Fitch Four Drive	2150	4	3.00	6000	87	16'	14		20-35	S.A.	Clim.	40.00	4	5 x6½	Ver.	2	"L"H	800	Clim.	Cent.	Clim.	Yes	King-1½	Gra.	2-3G-24K	No	Ben
Fordson	495	2	2.75 2.25	2562	63	21'0"	11⅜	Hor.	-18	F.A.K.	Own	25.60	4	4 x5	Ver.	4	"L"H	1000	None.	Cent.	Own	No	Holley-1¼	Gra.	2-1¼G-20K	Yes	Own
Frick 15-30		3	2.13	6730	92	12'6"	16	Hor.	15-30	F.A.K.	Beav.	36.20	4	4¾x6	Ver	4	IH.	900	Pick.	Cent.	Dixie	Yes	Zen-1½	Gra.	2-3G-20K	No	Unit
Gray 22-40		4	3.00	6900	140	34'6"	18	N-A	22-40	F.A.K.	Wauk	40.00	4	5 x6¼	Ver.	2	"L"H	1000	Wauk.	Cent.	RBos	Yes	Ben-1½	Gra.	1-35G	No	Ben
Hart-Parr 12-24		2	3.25	4250	76	22'0"	11⅜	Hor.	12-24	F.A.K.	Own	24 20	2	5½x6½	Hor.	2	IH.	800	Own.	Cent.	RBos	Yes	Scheb-1½	Gra.	2-1G-14K	Yes	Dun
Hart-Parr 16-30		3	3.00	5250	83	24'0"	11⅜	Hor.	16-30	F.A.K.	Own	33.80	2	6½x7	Hor.	2	IH.	750	Own.	Cent.	RBos	Yes	Scheb-1½	Gra.	2-1G-23K	Yes	Dun
Hart-Parr 22-40		4	3.11	7500	91	24'0"	11⅜	Hor.	22-40	F.A.K.	Own	48.50	4	5½x6½	Hor.	2	IH.	800	Own.	Cent.	RBos	Yes	Scheb-1½	Gra.	2-1G-29K	Yes	Unit
Huber (Light Four)		3	2.50	5000	91	12'0"	16	Uni.	12-25	F.A.K.	Wauk	32.40	4	4½x5¾	Ver.	2	"L"H	1000	Wauk.	Cent.	King.	Yes	King-1¼	Gra.	2-2½G-22K	Yes	Ben
Huber Super 4		4	3.75	7500	120	12'	16	Uni	18	F.A.K.	Midw	36.10	4	4¾x6½	Ver.	4	IH.	100	Taco.	Cent.	Eise.	Yes	King-1¾	Gra.	1-30G	No	Pom
Huber 10T		0	3.00	21000	136	13'0"	10	Uni.	10 Ton	S.A.	Midw	32 40	4	4½x6	Ver.	21	IH.	1000	Taco.	Cent.	Eise.	Yes	King-1¼	Gra.	1-44G	No.	Pom
Imperial E	4500	1	2 25	21000	137	50'0"	18	Hor.	70	S.A.	Own.	90 00	4	7½x9	Hor.	1	"L"H		Pick.	Cent.	K-W	Yes	King-2	Gra.	1-70G	No	Ben
John Deere D		3	3.30	3940	65	12'	10½	Uni.	15-27	F.A.K.	Own.	33.80	2	6½x7	Hor.	2	IH.	800	Own.	Cent.	Split.	Yes	Scheb-1½	Gra.	2-2½G.	Yes	Dun
J. T. 22	3500	3	1¾-5	9400	74	10'	15	Hor.	40-	T.D.M.	Clim.	40.00	4	5 x6½	Ver	2	"L"H	900	Clim.	Cent.	K-W	Yes	Zenith-1½	Gra.	2-29G	No	Ben
Lauson S		3	3.00	4200	78	13'0"		Hor.	12-25	F.A.K.	Wis.	27.23	4	4½x5	Ver.	2	IH.	1200	Taco.	Cent.	Dixie	Yes	King-1¼	Gra.	1-20G	No	Tam
Lauson		3-4	3.00	6700	91	14'	9	Hor.	20-35	F.A.K.	Beav.	36.10	4	4¾x6	Ver.	4	IH.	600	Taco.	Cent.	Split.	Yes	King-1½	Gra.	1-30G	No	Tam
Lauson TB		3-4	3.50	8300	91	14'	9	Hor.	20-40	F.A.K.	Beav.	36.10	4	4¾x6	Ver.	2	IH.	600	Taco.	Cent.	Split.	No	King-1½	Gra.	1-30G	No	Tam
Little Giant B	1000	4	2.50	5200	87	30'0"	12½	Hor.	12-22	F.A.K.	Own	32.40	4	4½x5	Ver.	2	"L"H	900	Own.	Cent.	King.	Yes	King-1½	Gra.	2-5G-25K	No	Own
McCormick-Deering 10-20		2	3.00	3700	78	15'0"	12	Uni.	10-20	F.A.K.	Own	28.90	4	4¼x5	Ver.	1	IH.	1000	Own.	Cent.	Split.	Yes	Ensign-	Gra.	2-3¼G-14½	No	Own
McCormick-Deering 15-30		3	3.00	5750	85	15'0"	11	Uni.	15-30	F.A.K.	Own	32.40	4	4½x6	Ver.	1	IH.	1000	Own.	Cent.	Split.	Yes	Ensign-	Gra.	2-1G-18½K	Yes	Own
Mead-Morrisson 55B		4	3.00	8700	64	6'0"		Hor.	43	T.D.M.	Stea.	36.10	4	4¾x6½	Ver.	4	IH.	925	Pier.	Cent.	Bosch	Yes	Scheb-1¾	Gra.	1-40G	No	Pom
Minneapolis 12-25		3	2.21	6600	100	17'1"		Hor.	12-25	F.A.K.	Own	32.40	4	4½x7	Ver.	4	IH.	750	Own.	Cent.	K-W.		King-1½	Gra.	2-3G-18.3K	Yes	Ben
Minneapolis 17-30		3-4	2.75	6400	79⅞	13'6"	14	Uni.	17-30	F.A.K.	Own	36.10	4	4¾x7	Ver.		IH.	775	Own.	Cent.	Bosch		King-1¾	Gra.	2-6G-18K	Yes	Simp
Minneapolis 22-44		4-5	2.70	12410	109½	15'3"	17	Hor.	22-44	S.A.	Own	37.60	4	6 x7	Hor.	2	IH.	700	Own.	Cent.	K-W.		King-2	Gra.	2-9G-30K	Yes	None
Minneapolis 35-70		8-10	2.10	22500	136	20'6"	16	N-A	35-70	S.A.	Own	87.52	4	7¼x9	Hor.	2	IH.	550	Own.	Cent.	K-W.		King-2½	Gra.	2-20G-80K	Yes	None
***Monarch** C	3800	4	2.40	8700		14'0"	16	Hor.	20-30	T.D.M.	Beav.	36.10	4	4¾x6	Ver	2	IH.	1200	Pharo.	Hyd.	K-W.	Yes	Strom-1¾	Gra.	1-30G	No	Own
***Monarch** E	5000	0		12000		14'0"	16	Hor.	25-40	T.D.M.	Beav.	36.10	4	4¾x6	Ver	2	IH.	1200	Pharo.	Hyd.	Bosch	Yes	Strom-1¾	Vac.	1-45G	No	Own
***Monarch** D	6250	0		16000		16'0"	12	Hor.	35-60	T.D.M.	Beav.	54.15	6	4¾x6	Ver	2	IH.	1200	Pharo.	Hyd.	Bosch	Yes	Strom-1¾	Vac.	1-45G	No	Own
Nichols-Shepard 25-50	3320	6-8	2.50	17100	111			Hor.	25-50	S.A.	Own	39.20	2	9 x12	Hor.	1	IH.	375	Pick.	Cent.	Dixie	Yes	King-2½	Gra.	2-4½G-35K	Yes	None
Nilson-Jr. E	795	3	2.50	5500	89	16'0"	16	Ver.	16-25	F.A.K.	Wauk	28.90	4	4¼x5¾	Ver.	2	"L"H	850	Wauk	Cent.	King.	No	King-1¼	Gra.	2-5G-10K	No	Ben
Pioneer G		4	2.50	6500	89	24'0"	14	Hor.	18-36	F.A.K.	Own	48.40	4	5½x6	Hor.	2	"L"H	750	Pierce	Cent.	K-W.	Yes	King-1½	Gra.	2-25G-3GK	Yes	Ben
Pioneer C		10	2.25	24000	156	24'0"	24	N-A	40-75	F.A.K.	Own	78.40	4	7 x8	Hor.	2	"L"H	625	Own.	Cent.	K-W.	Yes	King-2	Gra.	2-70G-30K	Opt	Ben
Rock Isl. Heider D		2	2.50	4000	90	25'0"	12	Uni.	9-16	F.A.K.	Wauk	28.90	4	4¼x5¾	Ver.	2	"L"H	1000	Wauk	Cent.	Dixie	Yes	King-1	Gra.	2-7G-14K	Yes	Ben
Rock Isl. Heider C		3	2.50	6000	96	25'0"	12	Uni.	12-20	F.A.K.	Wauk	32.40	4	4½x6¾	Ver.	2	"L"H	900	Wauk	Cent.	Dixie	Yes	King-1¼	Gra.	2-7G-14K	Yes	Ben
Rock Isl. Heider M-2		1	2.50	2800	80	4'8"	28	Hor.	5-10	F.A.K.	LeRoi	15.63	4	3½x4½	Ver.	4	"L"H	1000	LeRoi	Cent.	Dixie	Yes	King-⅞	Gra.	1-9G	No	Unit
Rock Isl. Heider 15-27		3	2.50	6000	96	25'0"	12	Uni.	15-27	F.A.K.	Wauk	36.10	4	4¾x6¾	Ver.	2	"L"H	900	Wauk	Cent.	Dixie	Yes	King-1½	Gra.	2-7G-14K	Yes	Ben
Russel 15-30		3-4	2.40	6000	96	29'6"	13	Hor.	15-30	F.A.K.	Clim.	40.00	4	5 x6½	Ver.	2	"L"H	950	Clim.	Cent.	Bosch	Yes	King-1½	Gra.	2-3½G-21½K	Yes	Ben
Russel 20-40		4-5	2.40	7900	109	33'6"	13½	Hor.	20-40	F.A.K.	Clim.	48.40	4	5½x7	Ver.	2	"L"H	900	Clim.	Cent.	Bosch	Yes	King-1½	Gra.	2-5G-30K	Yes	Ben
Russel 30-60		8-10	2.00	22550	149	38'0"	15	Hor.	30-60	S.A.	Own	102.40	4	8 x10	Ver	1	"L"H	525	Pick.	Cent.	Bosch	Yes	King-2	Gra.	2-22G-88K	Yes	None
Tioga T-3	1575	3-4	3.50	4975	80	12'6"	14	Hor.	41-	F.A.K.	Wis.	41.00	4	4½x6	Hor.	4	"L"H	850	Pharo.	Cent.	Split.	Yes	Strom-1¼	Gra.	1-35G	No	

ABBREVIATIONS:

GENERAL:
*—1925 Specifications
‡—Industrial Tractor.
FAK—Front Axle Knuckle.
Hor—Horizontal.
N-A—Non-Adjustable.
Opt—Optional
SA—Swinging Axle.
TDM—Thru Driving Members.
Uni—Universal.
Ver—Vertical.

ENGINE:
A-K—Atwater-Kent.
Beav—Beaver
Ben—Bennett.
Brem—Bremmer.
BrL—Brown Lipe.
Cent—Centrifugal.
Chi—Chicago Mfg. Co.
Cir-Spl—Circulating Splash.
Clim—Climax.
Colum—Columbia.
Don—Donaldson.
Dupl—Duplex.
Ecc—Eccentric.
Eise—Eisemann.
Elec—Electrical.
F.C.—Flywheel Clutch
Full—Fuller.
G—Gasoline
Gra—Gravity.
Her—Hercules.
Hol-Crk—Hollow Crank Shaft with Pressure to all Crankshaft, Bearings.
Hor—Horizontal.
Hyd—Hydraulic.
IH—In Head.
K—Kerosene.
King—Kingston.
"L" H—"L" Head.
Lyco—Lycoming.
McC—McCord.
MFMO—Multi-Feed Mechanical Oiler.
Midw—Midwest.
Mod—Modine.
O—Oil.
Opp—Opposed.
Parag—Paragon
Perf—Perfex.
Pick—Pickering.
Pier—Pierce.
Pist—Piston.
Pom—Pomona.
Pres—Pressure.
Rac—Racine.
Rains—Rainstrom.
RBos—Robert Bosch.
Scheb—Schebler.

Tractor Specifications

ENGINE						CLUTCH		BELT PULLEY				TRANSMISSION															
Oiling System		Cooling System																									
Type of System	Type of Pump	Make of Radiator	Circulation By	Capacity of System (Gals.)	Fluid	Make	Type	Diameter (Ins.)	Face (Ins.)	Normal R.P.M.	Clutch Type	Make	Type	No. of Forward Speeds	Final Drive	Diameter and Face Traction Members (Ins.)	Drive from Gearset to Traction Members	Drive Taken Through	Drive Wheel Axle Type	Does Differential Lock?	Type: Drive Shaft Axle Bearings	Individual Brakes for Steering?	Individual Clutches for Steering?	Number of Non-Drive Wheels	Frame Type	MAKE AND MODEL
M.F.M.O.	Pist.	Own	Pump	10	O.	Own	S.P.	16	7½	755	Spec	Own	S.G.	3	Wheel	48–12	S.G.	Hub	Live	Yes	Ball	No	No	2	P.S.	Adv-Rumely Oil Pull L
M.F.M.O.	Pist.	Own	Pump	13	O.	Own	S.P.	18¾	8½	635	Spec	Own	S.G.	3	Wheel	62–16	S.G.	Hub	Live	Yes	Ball	No	No	2	P.S.	Adv-Rumely Oil Pull M
M.F.M.O.	Pist.	Own	Pump	23	O.	Own	S.P.	21¾	10	540	Spec	Own	S.G.	3	Wheel	57½–18	S.G.	Hub	Live	Yes	Ball	No	No	2	P.S.	Adv-Rumely Oil Pull R
M.F.M.O.	Pist.	Own	Pump	38	O.	Own	S.P.	25	10	470	Spec	Own	S.G.	3	Wheel	64–24	S.G.	Hub	Rev.	Yes	Ball	No	No	2	P.S.	Adv-Rumely Oil Pull S
Hol.Crk.	Gear	Own	Pump	6	W	Own	E.S.	12½	6½	817	None	Own	S.G.	2	Wheel	46–12	I.G.	Rim	Rev.	No	Roller	No	No	2	One P.	Allis-Chalmers 15-25
Hol.Crk.	Gear	Own	Pump	10	W	Own	E.S.	13	8	930	None	Own	S.G.	2	Wheel	50–12	I.G.	Rim	Rev.	No	Roller	No	No	2	One P.	Allis-Chalmers 20-35
Cir.Spl.	Pist.	Perf.	Pump	12	W	Own	M.D.D.	13¾	7½	900	M.D.D.	Own	S.G.	3	Wheel	48–12	S.G.	Rim	Rev.	No	Roller	No	No	2	Roll.	Allwork CA
Cir.Spl.	Pist.	Perf.	Pump	10	W	Own	M.D.D.	11	7	900	M.D.D.	Own	S.G.	3	Wheel	48–12	S.W.G.	Rim	Rev.	No	Roller	Yes	No	2	Roll.	Allwork G
Hol.Crk.	Gear	Perf.	Pump	12	W	Own	M.D.D.	13¾	7½	900	M.D.D.	Own	S.G.	3	Wheel	48–14	S.G.	Rim	Rev.	No	Roller	No	No	2	Roll.	Allwork D
Hol.Crk.	Gear	Perf.	Pump	15	W	Own	M.D.D.	14¼	9½	900	M.D.D.	Own	S.G.	3	Wheel	48–14	S.G.	Rim	Rev.	No	Roller	No	No	2	Roll.	Allwork DA
Hol.Crk.	Gear	Perf.	Pump	12	W	Own	M.D.O.	13¾	8	900		Own	S.G.	3	Track	–12	SpG		Rev.		Roller		Yes	0	Cast	Allwork E
Cir.Spl.	Ecc	Perf.		4	W	B&B.	M.D.D.					Own	S.G.	2	Wheel	44–6	Chain	Spokes	Dead	No	Plain		Yes	2	Roll.	Bailor A
Cir.Spl.	Ecc	Perf.		4	W	B&B.	M.D.D.	8	6			Own	S.G.	2	Wheel	40–4	Chain	Spokes	Dead	No	Plain		Yes	2	Roll.	Bailor W
Hol.Crk.	Gear	Spec	Pump	10	W	Own	M.D.D.	0	0	0	None	Spec	J.C.	3	Track	–12	Worm	Axle	Dead	No	Roller	No	No	2	Roll.	Barron 100
Hol.Crk.	Gear	Perf.	Pump	6	W	T.D.	S.P.	12	8½	850	S.P.	Own	S.G.	2	Wheel	48–10	S.G.	Axle	Dead	No	Roller	Yes	No	2	Roll.	*Bates (Steele Mule) H
Hol.Crk.	Gear	Perf.	Pump	6	W	B&B.	S.P.	12	8½	850	S.P.	Own	S.G.	2	Track	56–10	S.G.	Axle	Dead	Yes	Roller	Yes	No	2	Roll.	*Bates (Steele Mule) F
Hol.Crk.	Gear	Perf.	Pump	10	W	T.D.	S.P.	12	8½	850	S.P.	Own	S.G.	2	Track	56–10	S.G.	Axle	Dead	Yes	Roller	Yes	No	2	Roll.	*Bates (Steele Mule) G
Hol.Crk.	Gear	Perf.	Pump	10	W	B&B.	S.P.	12	8½	850	S.P.	Own	S.G.	3	Track	84–12	S.G.	Axle	Dead		Roller	Yes	Yes	2	Roll.	*Bates (Steele Mule) 40
Hol.Crk.	Gear	Perf.	Pump	10	W	B&B.	S.P.	12	8½	850	S.P.	Own	S.G.	2	Track	64–10	S.G.	Axle	Dead		Roller	Yes	Yes	0	Roll.	*Bates (Steele Mule) 25
Cir.Spl.	Gear	S-J	Pump	1	W	Own	Cone	4	4½	650	Cone	Own	S.G.	1	Wheel	25–3¼	S.G.	Axle	Live	Yes	Plain	No	No	2	Cast	Beeman K
M.F.M.O.	Pist.	G&O.		60	W	None	None	24	7½	300	None	Own	S.G.	V.	Wheel	52–12	S.G.	Axle	Live	Yes	Roller	No	No	2	Roll.	Bryan Steam
Hol.Crk.	Gear	Own	Pump	10	W	T.D.	S.P.	14¼	6¾	1050	S.P.	Own	S.G.	2	Wheel	42–12	S.G.	Spokes	Live	Yes	Roller	No	No	2	One P.	Case 12-20
Hol.Crk.	Pist.	Own	Pump	11	W	T.D.	S.P.	16	7½	1000	S.P.	Own	S.G.	2	Wheel	52–14	S.G.	Spokes	Live	Yes	Roller	No	No	2	One P.	Case 18-32
Hol.Crk.	Pist.	Own	Pump	15½	W	Own	E.S.	16½	8½	850	E.S.	Own	S.G.	2	Wheel	56–16	S.G.	Spokes	Live	Yes	Roller	No	No	2	Roll.	Case 25-45
Hol.Crk.	Gear	Own	Pump	6	W	Own	M.D.D.	11⅝	6½	1000	S.G.	Own	S.G.	3	Track	10–	S.G.	Axle	Dead	None	Roller	Yes	Yes	0	One P.	Caterpillar 2Ton
Hol.Crk.	Gear	Own	Pump	11	W	Own	S.P.	12	8	850	None	Own	S.G.	3	Track	–13	S.G.-BG.	Axle	Dead	None	Roller	Yes	Yes	0	One P.	Caterpillar 30
Hol.Crk.	Gear	Own	Pump	7½	W	Own	M.D.D.	13½	8½	1000	J.C.	Own	S.G.	3	Track	–12	S.G.	Axle	Dead	None	Roller	Yes	Yes	0	One P.	Caterpillar 5Ton
Hol.Crk.	Gear	Own	Pump	16	W	Own	S.P.	16	10	650	None	Own	S.G.	3	Track	–20	S.G.-BG.	Axle	Dead	None	Roller	Yes	Yes	0	Roll.	Caterpillar 60
Hol.Crk.	Gear	Own	Pump	13½	W	Own	M.D.D.	14	10½	850	J.C.	Own	S.G.	3	Track	–15	S.G.	Axle	Dead	None	Roller	Yes	Yes	0	One P.	Caterpillar 10Ton
Hol.Crk.	Gear	McC.		8	W	B&B.	S.P.	12	6			Own	S.G.	2	Track		I.G.	Axle		Yes	Roller		No	2	Roll.	Cletrac K
Hol.Crk.	Gear	McC.	Pump	8	W	B&B.	S.P.	8	6	1265	None	Own	S.G.	1	Track	48–8	I.G.	Axle	Dead	Yes	Roller	Yes	No	0	Roll.	Cletrac W
M.F.M.O.	Ecc	Perf.	Pump	12	W	Own	E.S.	20	8½	450	E.S.	Own	S.G.	2	Wheel	48–12	S.G.	Rim	Rev.	No	Roller	No	No	2	Roll.	Eagle H
M.F.M.O.	Ecc	Perf.	Pump	15	W	Own	E.S.	24	10	450	E.S.	Own	S.G.	2	Wheel	52–12	S.G.	Rim	Rev.	No	Roller	No	No	2	Roll.	Eagle H
M.F.M.O.	Ecc	Perf.	Pump	15	W	Own	E.S.	24	10	450	E.S.	Own	S.G.	2	Wheel	52–12	S.G.	Rim	Rev.	No	Roller	No	No	2	Roll.	Eagle H
M.F.M.O.	Ecc	Perf.	Pump	16	W	Own	S.G.	24	10	450	E.S.	Own	S.G.	2	Wheel	52–18	S.G.	Rim	Live	No	Plain	No	No	2	Roll.	Eagle H20-40Spec
Cir.Spl.	Pist.	Mod.	Pump	7½	W	Own	Cone	12	6⅜	1000	Cone	Own	S.G.	2	Wheel	54–12	I.G.	Spokes	Rev.	No	Plain	No	No	2	Roll.	E-B 15-25 K
Hol.Crk.	Gear	Own	Pump	5	W	Own	E.S.	6	6½	1500	E.S.	Own	J.C.	1	Wheel	48–8½	S.G.	Axle	Live	Yes	Roller	Yes	Yes	2	Roll.	*Fageol 10-15
Hol.Crk.	Gear	Mod.	Pump	10	W	B&B.	SP.	14	8	650	Spec	Cot.	J.C.	3	Wheel	42–12	B&WG	Axle	Live	No	Roller	No	No	0	P.S.	Fitch Four Drive
Cir.Spl.	Own	Own	Th-S.	12	W	Own	M.D.D.	9½	6½	1000	M.D.O.	Own	J.C.	3	Wheel	42–12	Worm	Axle	Live	No	Roller	No	No	2	One P.	Fordson
Hol.Crk.	Gear	Perf.	Pump	9¾	W	Own	E.S.	13	7	900	E.S.	Nutt.	S.G.	2	Wheel	60–12	S.G.	Rim	Rev.	No	Plain	No	No	2	Roll.	Frick 15-30
Cir.Spl.	Gear	S&J.	Pump	10	W	Own	Cone	11⅜	8⅛	1000	Cone	Own	S.G.	2	Drum	54–54	Chain	Rim	Rev.	No	Plain	No	No	2	Roll.	Gray 22-40
M.F.M.O.	Pist.	Own	Pump	7¾	W	Own	S.P.	13	8	800	S.P.	Own	S.G.	2	Wheel	46–10	S.G.	Hub	Rev.	No	Plain	No	No	2	Roll.	Hart-Parr 12-24
M.F.M.O.	Pist.	Own	Pump	11	W	Own	S.P.	14	9	750	S.P.	Own	S.G.	2	Wheel	52–10	S.G.	Hub	Rev.	No	Plain	No	No	2	Roll.	Hart-Parr 16-30
M.F.M.O.	Pist.	Own	Pump	12½	W	Own	S.P.	14	9	800	S.P.	Own	S.G.	2	Wheel	52–13	I.G.	Rim	Rev.	No	Plain	No	No	2	Roll.	Hart-Parr 22-40
Cir.Spl.	Gear	Perf.	Pump	8	W	Own	E.S.	13	7	1000	E.S.	Own	S.G.	2	Wheel	60–10	S.G.	Rim	Rev.	No	Plain	No	No	2	Roll.	Huber (Light Four)
Hol.Crk.	Gear	Perf.	Pump	15	W	T.D.	S.P.	16	10	0	None	Own	S.G.	2	Wheel	58–16	S.G.	Axle	Live	No	Roller		No	2	Cast	Huber Super 4
Hol.Crk.	Gear	Perf.	Pump	12	W	T.D.	S.P.	0	0	0	None	Own	S.G.	2	Wheel	60–20	S.G.	Rim	Rev.	Yes	Plain	No	No	1	Roll.	Huber 10T
M.F.M.O.	None	Own		40	W	Own	E.S.	30	12		E.S.	Own	J.C.	2	Wheel	96–24	Sp.G.	Spokes		Yes	Plain		No	2	Cast	Imperial E
Hol.Crk.	Gear	Own	Th-S.	14	W	Own	S.P.	15	7½	800	S.P.	Own	S.G.	2	Wheel	46–12	Chain	Axle	Live	No	Roller	No	No	2	One P.	John Deere D
Hol.Crk.	Vane.	McC.	Pump	6½	W	Cov.	M.D.D.	10	8	900	M.D.O.	Cov.	S.G.	3	Track	34–0	I.G.	Axle	Dead	No	Roller	Yes	No	2	Roll.	J. T. 22
Hol.Crk.	Gear	Perf.	Pump	8	W	T.D.	S.P.	15		680	S.P.	Own	S.G.	2	Wheel	48–12	S.G.	Spokes	Rev.	No	Roller	Yes	No	2	Roll.	Lauson S
Hol.Crk.	Gear	Rac.		7½	W	T.D.	M.D.D.	17½	8	600		Own	S.G.	2	Wheel	54–12	S.G.	Spokes	Rev.	No	Roller		No	2	Roll.	Lauson
Hol.Crk.	Gear	Rac.		8	W	T.D.	M.D.D.	17½	8	600		Own	S.G.	2	Wheel	54–16	S.G.	Spokes	Rev.	No	Roller		No	2	Roll.	Lauson TB
Cir.Spl.	Gear	S-J	Pump	8	W	Own	Cone	10	7	900	E.S.	Own	S.G.	3	Wheel	54–14	S.&I.G.	Rim	Dead	No	Roller	No	No	2	Roll.	Little Giant B
Cir.Spl.	Gear	Own	Th-S.	9	W	Own	M.D.D.	15½	7	645	M.D.D.	Own	S.G.	3	Wheel	42–12	S.G.-BG.	Axle	Live	No	Roller	No	No	2	One P.	McCormick-Deering 10-20
Cir.Spl.	Gear	Own	Th-S.	11	W	Own	M.D.D.	16¾	8	595	M.D.D.	Own	S.G.	3	Wheel	50–12	S.G.	Axle	Live	No	Roller	No	No	2	One P.	McCormick-Deering 15-30
Hol.Crk.	Gear	Mod.		14	W	M&E	M.D.D.	12	9	Var		Own	S.G.	3	Track		S.&I.G.	Rim	Dead		Ball		Yes		Roll.	Mead-Morrisson 55B
M.F.M.O.	Gear	Mod.	Pump	8⅜	W	Own	E.S.	15	6½	750	E.S.	Own	S.G.	2	Wheel	56–12	Spur	Axle	Live	No	Plain	No	No	2	Roll.	Minneapolis 12-25
M.F.M.O.	Gear	Mod.	Pump	8½	W	Own	M.D.D.	15½	7½	775	M.D.D.	Own	S.G.	2	Wheel	54–12	Spur	Axle	Live	No	Plain	No	No	2	Roll.	Minneapolis 17-30
M.F.M.O.	Gear	Mod.	Pump	14	W	Own	M.D.D.	18½	10	700	E.S.	Own	S.G.	2	Wheel	62–20	Spur	Axle	Live	No	Plain	No	No	2	Roll.	Minneapolis 22-44
M.F.M.O.	Gear	Mod.	Pump	60	W	Own	C.B.	24	10½	550	E.S.	Own	S.G.	2	Wheel	85–30	Spur	Axle	Live	No	Plain	No	No	2	Roll.	Minneapolis 35-70
Hol.Crk.	Gear	Perf.	Pump	12	W	T.D.	S.P.	16	8½	800	S.P.	Own	S.G.	3	Track	66–12	Chain	Axle	Dead		Plain	Yes	No	0	Roll.	*Monarch C
Hol.Crk.	Gear	Mod.	Pump	13	W	T.D.	D.P.	16	8½	800	D.P.	Own	S.G.	3	Track	67–12	Chain	Axle	Dead		Plain	Yes	No	0	Roll.	*Monarch E
Hol.Crk.	Gear	Mod.	Pump	13	W	T.D.	D.P.	16	8½	800	D.P.	Own	S.G.	3	Track	89–12	Chain	Axle	Dead		Plain	Yes	No	0	Roll.	*Monarch D
M.F.M.O.	Ecc	Perf.	Pump	40	W	Own	C.B.	24	9	375	E.S.	Own	J.C.	1	Wheel	24–69	S.G.	Rim	Live	No	Plain	No	No	2	Roll.	Nichols-Shepard 25-50
Cir.Spl.	Gear	Perf.	Pump	3	W	Own	Spec	20	6	900	Spec	Own	S.G.	2	Wheel	50–16	Chain	Axle	Live	No	Roller	No	No	2	Roll.	Nilson-Jr. E
M.F.M.O.	Gear	S-J	Pump	20	W	Own	M.D.D.	14	7	725	M.D.D.	Own	S.G.	3	Wheel	60–18	S.G.	Spokes	Rev.	No	Roller	No	No	2	Roll.	Pioneer G
M.F.M.O.	Gear	S-J	Pump	35	W	Own	M.D.D.	17½	15	625	M.D.D.	Own	S.G.	3	Wheel	96–24	S.G.	Spokes	Rev.	No	Plain	Yes	No	2	Roll.	Pioneer C
Cir.Spl.	Gear	Perf.	Pump	7	W	Own	F.D.	12	6	750	F.D.	Own	Fric.	7	Wheel	54–8	S.G.	Rim	Rev.	No	Plain	No	No	2	P.S.	Rock Isl. Heider D
Cir.Spl.	Gear	Chi.	Pump	10	W	Own	F.D.	14	7	725	F.D.	Own	Fric.	7	Wheel	57–10	S.G.	Rim	Rev.	No	Plain	No	No	2	P.S.	Rock Isl. Heider C
Cir.Spl.	Pist.	Perf.	Th-S.	10	W	Own	F.D.	8	5	750	F.D.	Own	Fric.	7	Wheel	46–6	Chain	Rim	Dead	No	Roller	Yes	No	2	P.S.	Rock Isl. Heider M-2
Cir.Spl.	Gear	Chi.	Pump	12	W	Own	F.D.	14	7	725	F.D.	Own	Fric.	7	Wheel	57–10	S.G.	Rim	Rev.	No	Plain	No	No	2	P.S.	Rock Isl. Heider 15-27
Hol.Crk.	Vane.	Mod.	Pump	8	W	Own	E.S.	12½	7	833	None	Own	S.G.	2	Wheel	56–14	S.G.	Rim	Dead	No	Roller	No	No	2	Roll.	Russel 15-30
Hol.Crk.	Vane.	Mod.	Pump	9½	W	Own	E.S.	12½	8	835	None	Own	S.G.	2	Wheel	60–16	S.G.	Rim	Dead	No	Roller	No	No	2	Roll.	Russel 20-40
M F M.O.	Gear	Mod.	Pump	26	W	Own	E.S.	24	10	525	E.S.	Own	S.G.	2	Wheel	84–22	S.G.	Rim	Dead	No	Plain	No	No	2	Roll.	Russel 30-60
Hol.Crk.	Gear	G&O.	Pump	12	W	Own	T.D.	12	7	750	M.D.D.	Own	S.G.	2	Wheel	36–14	I.G.	Axle	Live	Yes	B&R	Yes	No	2	Roll.	Tioga T-3

Simp—Simplex.
S-J—Shotwell Johnson.
Sli—Slide.
Split—Splitdorf.
Stayn—Staynew.
Stea—Stearns.
Strom—Stromberg.
Suct—Suction.
TDi—Twin Disc.
"T" H—"T" Head.
Th-S—Thermo Siphon.
Tillot—Tillotson.
Unit—United.
Vac—Vacuum.
Var—Varies.
Ver—Vertical.
W—Water.
Wauk—Waukesha.
Weid—Weidley.
Wil—Wilcox.
Wis—Wisconsin.
Zen—Zenith.
TRANSMISSION, ETC.:
B&B—Borg & Beck.
B&R—Ball & Roller.
CB—Contracting Band.
Cov—Covert.
Detl—Detlaff.
ES—Expanding Shoe.
FD—Friction Drum.
Fric—Friction.
Full—Fuller.
IG—Internal Gear.
JC—Jaw Clutch.
Mag—Magneto.
M&E—Merchant & Evans.
MDD—Multiple Dry Disk.
MDO—Multiple Disk in Oil.
No F—No Frame.
Nutt—Nuttall.
One P—One Piece.
PS—Pressed Steel.
Rev—Revolving.
Roll—Rolled Steel.
S&IG—Spur and Internal Gear.
SG-BG—Spur Gear and Bevel Gear.
SG—Sliding Gear.
SpG—Spur Gear.
Spec—Special.
SP—Single Plate.
S&WG—Spur and Worm Gear.
TD—Twin Disc.
V—Varies.
W-B—Wilcox Bennett.

American Agricultural

MAKE AND MODEL	GENERAL										ENGINE																	
																	Governor		Ignition		Fuel System							
	Price	Capacity: No. of 14" Plows	Plowing Speed (M. P. H.)	Wgt. Complete (Lbs.)	Wheel Base (Ins.)	Minimum Turning Diameter (Ft.)	Ground Clearance (Ins.)	Drawbar Type	Drawbar—Belt Rating	Steering Type	Make	Rated Horsepower (N.A.C.C.)	Number Cylinders	Bore and Stroke (Ins.)	Engine Type	No. of Cyls. per Casting	Valve Arrangement	Normal R.P.M. at Plowing Speed	Make	Type	Make of System	Impulse Starter Fitted?	Make and Size of Carbureter (Ins.)	Fuel Feed	Number and Capacity of Fuel Tanks (Gals.)	Water Injected?	Make of Fuel Recommended
‡Topp-Stewart	30-45	6	2.50	8000	100	12′0″	12	Hor.	30–45	S.A.	Wauk	36.10	4	4¾x6¾	Ver.	2	"L"H	950	Wauk.	Cent.	Eise.	Yes	Strom-1½	Gra.	1-25G	No	Bec.
Toro	6-10	2	2.75	2900	72	11′0″	10½	Uni	6–10	F.A.K.	LeRoi	15.63	4	3¾x4½	Ver.	4	"L"H	1200	Own.	Cent.	Eise.	No	King-1	Gra.	1-11G	No	Ow.
Townsend	9-18	2	2.50	4000	72	15′0″	12	Hor.	9–18	F.A.K.	Own.	23.60	1	7½x9	Hor.	1	IH.	600	Own.	Cent.	Split.	Yes	Own-2¼	Pres.	1-12K	Yes	Opt.
Townsend	10-20	2–3	2.50	4600	78	20′0″	16	Hor	10–20	F.A.K.	Own.	33.80	2	6½x7	Hor.	2	IH.	550	Own.	Cent.	Split.	Yes	Own-1½	Pres.	1-14K	Yes	Opt.
Townsend	15-30	3–4	2.50	6500	86	24′0″	17	Hor.	15–30	F.A.K.	Own.	39.20	2	7 x8	Hor.	2	IH.	500	Own.	Cent.	Split.	Yes	Own-2	Pres.	1-18K	Yes	Opt.
Townsend	20-40	4–6	2.50	7200	86	24′0″	17	Hor.	20–40	Opt.	Own.	48.00	2	7½x9	Hor.	2	IH.	480	Own.	Cent.	Split.	Yes	Own-2¼	Pres.	1-18K	Yes	Opt.
Townsend	25-50	4–8	2.50	12600	102	30′0″	18	Hor.	25–50	Chain.	Own.	56.80	2	8½x10	Hor.	2	IH.	475	Own.	Cent.	Split.	Yes	Own-2½	Pres.	1-30K	Yes	Opt.
Townsend	30-60	6–10	2.50	15000	102	30′0″	18	Hor.	30–60	Chain.	Own.	71.10	2	9½x12	Hor.	2	IH.	450	Own.	Cent.	Split.	Yes	Own-2¾	Pres.	1-30K	Yes	Opt.
Traylor	6-12 500	1	2.25	1750	76	20′0″	16	Hor.	6–12	F.A.K.	LeRoi	15.63	4	3¼x4½	Ver.	4	"L"H	1000	LeRoi.	Cent.	Split.	Yes	King-1	Gra.	1-10G	No	Ow.
Twin City	12-20	1300	3	2.90	4700	84	12′6″	10	Hor.	12–20	F.A.K.	Own.	28.90	4	4¼x6	Ver.	4	IH.	1000	Own.	Cent.	Bosch	Yes	Holley-1¼	Gra.	2-1½G–23K	No	Bec.
Twin City	20-35	2750	5	2.90	8400	97	15′0″	13	Hor.	20–35	F.A.K.	Own.	48.40	4	5½x6¾	Ver.	4	IH.	900	Own.	Cent.	Bosch	Yes	Scheb-1½	Gra.	2-1½G–40K	No	Bec.
Wallis	OK	3	3.50	3660	84	20′0″	13	Uni.	15–27	F.A.K.	Own.	28.90	4	4¼x5¾	Ver.	4	IH.	900	Own.	Hyd.	Bosch	Yes	King-1¼	Gra.	1-20G	No	Ow.
Wetmore	12-25	1185	3	3.50	2000	72	15′0″	12½	Hor.	12–25	F.A.K.	Wauk	25.60	4	4 x5¾	Ver	2	"L"H	1050	Wauk.	Cent.	Split.	Yes	Scheb-1¼	Gra.	2-2½G–12K	No	Nox.
Wizard 4-Pull	15-25	1925	2–3	3.00	5400	46	12′	11	Uni.	15–25	Her.	32.40	4	4½x5¾	Ver	4	"L"H		Own.	Cent.	Split.	Yes	Scheb-1¼	Gra.	1-24G	No	Pur.
Wizard 4-Pull	20-35	3100	4–5	2.88	6900	46	12′	17	Uni.	20–35	Own.			5¼x6½	Ver.	2	"L"H		Own.	Cent.	Bosch	Yes	Ensign-1½	Gra.	1-35G	No	Pur.
Yuba	(Ball Tread) 2750	4	2.25	5750		15′0″	10	Hor.	15–25	S.A.	Wis.	28.90	4	4¼x6	Ver.	4	"L"H	900	Own.	Cent.	Bosch	Yes	Strom-1¼	Gra.	2-4G–21K	No	Pur.
Yuba	(Ball Tread) 4500	8	2.08	10130		16′6″	11⅝	Uni.	25–40	S.A.	Own.	44.10	4	5¼x7	Ver.	2	IH.	800	Own.	Cent.	Bosch	Yes	Strom-1¼	Gra.	2-8G–38K		Pur.

ABBREVIATIONS:
GENERAL:
*—1925 Specifications.
‡—Industrial Tractor.
FAK—Front Axle Knuckle.
Hor—Horizontal.
N-A—Non-Adjustable.
Opt—Optional.
SA—Swinging Axle.
TDM—Thru Driving Members.
Uni—Universal.
Ver—Vertical.
ENGINE:
A-K—Atwater Kent.
Beav—Beaver.
Ben—Bennett.
Brem—Bremmer.
BrL—Brown Lipe.
Cent—Centrifugal.
Chi—Chicago Mfg. Co.
Cir-Spl—Circulating Splash.
Clim—Climax.
Colum—Columbia.
Don—Donaldson.
Dupl—Duplex.
Ecc—Eccentric.
Eise—Eisemann.
Elec—Electrical.
F.C.—Flywheel Clutch
Full—Fuller.
G—Gasoline
Gra—Gravity.
Her—Hercules.
Hol-Crk—Hollow Crank Shaft with Pressure to all Crankshaft Bearings.
Hor—Horizontal.
Hyd—Hydraulic.
IH—In Head.
K—Kerosene.
King—Kingston.
"L" H—"L" Head.
Lyco—Lycoming.
McG—McCord.
MFMO—Multi-Feed Mechanical Oiler.
Midw—Midwest.
Mod—Modine
O—Oil.
Opp—Opposed.
Parag—Paragon.
Perf—Perfex.
Pick—Pickering.
Pier—Pierce.
Pist—Piston.
Pom—Pomona.
Pres—Pressure.
Rac—Racine.
Rains—Rainstrom.
RBos—Robert Bosch.
Scheb—Schebler.

American Garden

MAKE AND MODEL	GENERAL										ENGINE												
																	Governor		Ignition	Fuel			
	Price	Operator's Position	Type of Steering	Size Plow Recommended (Ins.)	Number Plows Recommended	Plowing or Cultivating Speed (M.P.H.)	Weight (Lbs.)	Ground Clearance (Ins.)	Drawbar Type	Drawbar—Belt Rating	Make	H. P. Rating (N.A.C.C.)	Normal R.P.M. at Plowing Speed	Number Cylinders	Bore and Stroke (Ins.)	Engine Type	Valve Arrangement	Make	Type	Make	Carbureter Make and Size (Ins.)	Fuel Recommended
Aro F	$450	Rid.	Wheel.	12″	1	2–3	1000	10	Non-A.	4–8	Own.	8.10	900	1	4¾x5	Ver.	"L"H	Own.	Cent.	A Bosch	Scheb-1	Gas.
Beeman Junior	195	Wal.	H-Bars.	None.	0	¾–3	220	14	Uni.	½–1	B&S.	2.50		1	2½x2½	Ver.	"L"H	None	None	Own.	B&S-½	Gas.
Beeman K	265	Wal.	H-Bars.	7″	1	¾–3	550	7¾	Uni.	1½–4	Own.	4.90	800	1	3½x4½	Ver.	"L"H	None	None	Heinze	King-¾	Gas.
Bolens D	200	Wal.	H-Bars.	4″	1	¾–2½	235	16½	Non-A.	½–1	Gil.	1.4	1200	1	2½x2½	Ver.	"L"H	None	None	Own.	Zenith	Gas.
Centaur 1925	345	Rid.	Wheel.	10″	1	1–3	1200	13	Uni.	5–10	LeRoi.	8.10	1200	2	3½x4½	Ver.	IH.	LeRoi	Cent.	Eise.	Zenith	Gas.
Centaur G	548	Rid.	Wheel.	10″–12″	1	–3	1500	13	Non-A.	6–10	LeRoi.	8.12	1200	2		Ver.	"L"H	LeRoi.	Cent.	Weis.	Zenith	Gas.
Federal A	195	Wal.	H-Bars.	7″	1	¾–2¾	250	9½	Uni.	1½	B&S.	1.50	2200	1	2½x2½	Ver.	"L"H	None	None	Own.	Own	K
Kinkade	190	Wal.	H-Bars.	5″	1	1½–2½	180	9	Uni.	1½–3	Own.	3.80	1000	1	3 x3	Ver.	IH.	None	None	Berl.	Scheb-½	Gas.
Red E (Lawn Mower) A	190	Wal.	H-Bars.	None.	0	1–4	185		Non A.	½	B&S.	½	1750	1	2¼x2¼	Ver.	IH.	None	None	B&S.	B&S.	Gas.
Red E MBM	275	Wal.	H-Bars.	7″	1	1–4	465	7	Uni.	1–4½	Own.	4.50	900	1	3¾x4	Ver.	IH.	None	None	R Bosch.	Hol.-⅞	Gas.
Shaw T-25	200	Wal.	H-Bars.	7″	1	¾–2½	250	10½	Hor.	1–2	B&S.	2	1200	1	2½x2½	Ver.	"L"H	None	None	B&S.	Own	Gas.
Sprywheel DC	150	Wal.	H-Bars.	4″	1	1½–3	175	11	Ver.		Own.	1½	900	1	2½x2½	Ver.	"L"H.	None	None	Own.	Own-½	Gas.
Standard	212	Wal.	H-Bars.	5″	1	1½–2½	225	16	Uni.	1½–3	Own.	3.80	1000	1	3 x3	Ver.	IH.	None	None	King.	Zenith-½	Gas.
Utilitor 502	295	Rid.	H-Bars.	10″	1	2½	750	8	Uni.	2¼–4	Own.	4.90	800	1	3½x4½	Ver.	"L"H.	Funk	Cent.	Eise.	Hol.-⅞	Gas.
Utilitor 502A	345	Rid.	H-Bars.	10″	1	2½	925	8	Uni.	2¼–4	Own.	4.90	800	1	3½x4½	Ver.	"L"H.	Funk	Cent.	Berl. Eise.	Hol.-⅞	Gas.

ABBREVIATIONS:
*—1925 Specifications
B. & S.—Briggs and Stratton.
Ben—Bennett.
Berl—Berling.
Cent—Centrifugal.
Ch. G—Chain and Gear.
Cir. Spl.—Circulating Splash.
Don—Donaldson.
Eise—Eisemann.
Ecc—Eccentric.
E. B.—Expanding Band.
Fric—Friction.
Gas—Gasoline.
G-K—Gasoline or Kerosene.
Gil—Gilson.
G. & W.—Gear and Worm.
H. B. F.—Handle Bars or Foot.
H. Bars—Handle Bars.
H. B. Grip—Handle Bar.
H. Lever—Hand Lever.
Hol—Holley
Hor—Horizontal.
IG—Internal Gear.
IH—"I" Head

Tractor Specifications

ENGINE									CLUTCH		BELT PULLEY			TRANSMISSION																				
Oiling System		Cooling System																																
Type of System	Type of Pump	Make of Radiator	Circulation By	Capacity of System (Gals.)	Fluid	Make	Type	Diameter (Ins.)	Face (Ins.)	Normal R.P.M.	Clutch Type	Make	Type	No. of Forward Speeds	Final Drive	Diameter and Face Traction Members (Ins.)	Drive from Gearset to Traction Members	Drive Taken Through	Drive Wheel Axle Type	Does Differential Lock?	Type: Drive Shaft Axle Bearings	Individual Brakes for Steering?	Individual Clutches for Steering?	Number of Non-Drive Wheels	Frame Type	MAKE AND MODEL								
Cir.Spl.	Gear	Brem	Pump	12	W	Hill.	M.D.D.	Opt			Opt.	Own	S.G.	3	Wheel	42-12	S&I.G.	Rim	Live	No.	Roller	No	No	0	Roll.	‡Topp-Stewart	30-45							
Cir.Spl.	Pist.	S-J	Th-S.	3	W	Own	C.B.	8	5	1200	None	Own	S.G.	2	Wheel	41-9	S.G.	Spokes	Dead	No.	Roller	Yes	No	2	One P.	Toro	6-10							
M.F.M.O.	Pist.	Own	Th-S.	40	W	Own	Spec	18	7	575	Spec	Own	S.G.	1	Wheel	45-10	S.G.	Rim	Live	No.	Plain.	No	No	2	Cast	Townsend	9-18							
M.F.M.O.	Pist.	Own	Pump	50	W	Own	Spec	18	7	550	Spec	Own	S.G.	1	Wheel	48-12	S.G.	Rim	Live	No.	Plain.	No	No	2	Roll.	Townsend	10-20							
M.F.M.O.	Pist.	Own	Pump	75	W	Own	Spec	20	8	500	Spec	Own	S.G.	1	Wheel	56-18	S.G.	Rim	Live	No.	Plain.	No	No	2	Roll.	Townsend	15-30							
M.F.M.O.	Pist.	Own	Pump	75	W	Own	Spec	20	8	480	Spec	Own	S.G.	1	Wheel	56-18	S.G.	Rim	Live	No.	Plain	No	No	2	Roll.	Townsend	20-40							
M.F.M.O.	Pist.	Own	Pump	100	W	Own	Spec	22	10	475	Spec	Own	S.G.	1	Wheel	60-24	S.G.	Rim	Live	No.	Plain.	No	No	2	Roll.	Townsend	25-50							
M.F.M.O.	Pist.	Own	Pump	100	W	Own	Spec	22	10	450	Spec	Own	S.G.	1	Wheel	60-24	S.G.	Rim	Live	No.	Plain.	No	No	2	Roll.	Townsend	30-60							
Hol.Crk.	Pist.	G&O.	Th-S.	4	W	B&B.	Spec	8	6	1000	None	Own	S.G.	1	Wheel	38-10	I.G.	Rim	Dead	No.	Plain.	Yes	No	2	Roll.	Traylor	6-12							
Hol.Crk.	Gear	Mod.	Pump	10½	W	T.D.	Spec	16	6½	650	None	Own	S.G.	2	Wheel	50-12	S.G.	Axle	Live	No.	Roller	No	No	2	One P.	Twin City	12-20							
Hol.Crk.	Gear	Mod.	Pump	18	W	T.D.	Spec	21	8½	466	None	Own	S.G.	2	Wheel	60-20	S.G.	Axle	Live	No.	Roller	No	No	2	One P.	Twin City	20-35							
Cir.Spl.	Pist.	Mod.	Pump	6¾	W	T.D.	S.P.	18½	7	475	T.D.	Own	S.G.	2	Wheel	48-12	S.G.	Axle	Live	No.	Roller	No	No	2	Roll.	Wallis	OK							
Hol.Crk.	Gear	Ideal	Pump	7½	W	Full.	M.D.D.	12	7	750	None	Full.	S.G.	3	Wheel	46-10	I.G.	Spokes	Dead	No.	Roller	No	No	2	Roll.	Wetmore	12-25							
Hol.Crk.	Gear	Flexo		12	W	BrL.	M.D.D.	12	6		F.C.	Own	S.G.	2	Wheel	32-8 and 41-12	S.G.				Roller		Yes	0	Roll.	Wizard 4-Pull	15-25							
Hol.Crk.	Gear	Flexo		14	W	Own	M.D.O.	10	8		F.C	Own	S.G.	2	Wheel and	33-8 41-14	Chain				Roller		Yes	0	Roll.	Wizard 4-Pull	20-35							
Hol.Crk.	Gear	Mod.	Pump	5½	W	Parag.	M.D.O.	12	6½	900	S.P.	Own	S.G.	2	Track	−12	S.G.	Axle	Dead	No.	Roller	No	Yes	1	Roll.	Yuba	(Ball Tread)							
Cir.Spl.	Gear	Mod.	Pump	9	W	Parag.	M.D.O.	14	8½	800	S.P.	Own	S.G.	2	Track	−17½	S.G.	Axle	Dead	No.	Roller	No	Yes	1	Roll.	Yuba	(Ball Tread)							

Simp—Simplex.
S-J—Shotwell Johnson.
Sli—Slide.
Split—Splitdorf.
Stayn—Staynew.
Stea—Stearns.
Strom—Stromberg
Suct—Suction.
TDi—Twin Disc.
Th-S—Thermo Siphon
Tillot—Tillotson
Unit—United.
Vac—Vacuum
Var—Varies.
Ver—Vertical
W—Water.
Wauk—Waukesha
Weid—Weidley
Wil—Wilcox
Wis—Wisconsin
Zen—Zenith

TRANSMISSION, ETC.:

B&B—Borg & Beck.
B&R—Ball & Roller.
CB—Contracting Band.
Cov—Covert
Detl—Detlaff.
ES—Expanding Shoe.
FD—Friction Drum.
Fric—Friction
Full—Fuller.
IG—Internal Gear.
JC—Jaw Clutch.
Mag—Magneto
M&E—Merchant & Evans.
MDD—Multiple Dry Disk.
MDO—Multiple Disk in Oil.
No F—No Frame.
Nutt—Nuttall.
One P—One Piece.
PS—Pressed Steel.
Rev—Revolving.
Roll—Rolled Steel.
S&IG—Spur and Internal Gear.
SG-BG—Spur Gear and Bevel Gear.
SG—Sliding Gear.
SpG—Spur Gear.
Spec—Special
SP—Single Plate.
S&WG—Spur and Worm Gear.
T-D—Twin Disc.
V—Varies.
W-B—Wilcox Bennett

Tractor Specifications

ENGINE							CLUTCH			BELT PULLEY			TRANSMISSION																				
System		Oiling System		Cooling System																														
Number and Capacity of Fuel Tanks (Gals.)	Make of Air Cleaner	Type of System	Type of Pump	Cooled By	Make of Radiator	Circulation By	Capacity of System (Gals.)	Make	Type	Control	Make of Clutch	R.P.M.	Diameter and Face (Ins.)	Type	No. Forward Speeds	Drive from Engine or Gearset to Driving Wheels	Final Drive	No. Driving Wheels	Diameter and Face Driving Wheels (Ins.)	Type Drive Wheel Axle Bearings	No. Non-Drive Wheels	Frame Type	MAKE AND MODEL										
1-2½G.	Don.	Cir-Spl.	Gear	Water.	Sh-John.	Ther-S.	2	Own.	M.D.D.	H-Lever.	Own.	900	6-4½		1	Worm.	Axle.	2	30-4	Roller	0	None.	Aro	Fric									
1-½G.	Don.	Cir-Spl.	Piston.	Air	None	Fan.	0	Own.	Special.	H-Lever.	None			Direct	1	Gear.	Spokes	2	30-3	Plain.	0	None.	Beeman	Junior									
1-½G.	Don.	Cir-Spl.	None	Water.	Sh-John.	Ther-S.	0	Own.	Plate.	H.B.Grip.	None	800	3½-4½	Direct	1	Sp.G.	Rim	2	25-3¼	Plain.	2	None	Beeman	K									
1-1G.	Spec	Cir-Spl.	Piston.	Air	None	Blower.	0	Own.	Cone.	H-Lever.	Own.	125	6-2	Fric.	2	Chain.	Spokes	2	16-3	Plain.	2	Rolled.	Bolens	D									
1-4G.	Own.	Force	LeRoi	Water.	LeRoi.	Ther-S.	4	T.Disc	M.D.D.	H-Lever.	None	1200	4-6	S.G.	1	Chain.	Axle.	2	28-4	Roller	0	Rolled.	Centaur	1925									
1-4G.	Ben.	Cir-Spl.	Piston.	Water.	LeRoi.	Ther-S.	4	T.Disc	M.D.D.	H-Lever.		1200	6-4	Fric.	1	Chain.	Axle.	2	28-4	Plain.	0	Rolled.	Centaur	G									
1-1½K.	Own	Cir-Spl.	Piston.	Air	None	Fan.	0	Own.	Jaw.	H-Lever.	None	0	None.	J.C.	1	Sp-IG.	Axle.	2	20-3	Plain.	0	Cast.	Federal	A									
1-1G.	Own	Cir-Spl.	Ecc.	Air	None	Fan.	0	Own.	Jaw.	H.B.Grip.	None	1000	3-3	J.C.	1	IG.	Spokes	1	22-5¼	Plain.	2	Pressed.	Kinkade										
1-½G.	B&S	Cir-Spl.		Air	None	Fan.	0	Own.	M.D.D.	H.B.Grip.	None	1750	2-2	Fric.	1	Chain.	Axle.	2	11-2½	Ball.	0	Cast.	Red E	A									
1-2G.	Own	Spec	None	Air	None	Fan.	0	Own.	Jaw.	H-Lever.	Own		3-3½	J.C.	1	Worm.	Axle.	2	20-3	Plain.	2	None.	Red E	MBM									
1-G.	Don.	Cir-Spl.	Piston.	Air.	None.		0	Own.	Band.	H-Lever.	None.	300	5½-2		2	SpG.	Spokes	2	26-22	Plain.	0	Rolled.	Shaw										
1-1G.	Own	M.O.F.	Piston.	Air	None		0	Own.	Jaw.	H-Lever.	None	0	None.	J.C.	1	Ch-G.	IG.	1	20-3½	Plain.	2	Rolled.	Sprywheel	DC									
1-1G.	Own	Cir-Spl.	Piston.	Air	None		0	Own.	Jaw.	H.B.Grip.	None	1000	3-3	J.C.	1	Sp.G.	Axle.	2	32-3	Plain.	2	Cast.	Standard										
1-1½G.	Own	Cir-Spl.	Gear	Water.	Fedders	Ther-S.	1½	Own.	Cone.	H.B.Grip. H-Lever	None	1200	4⅝-3¾	Direct	1	IG.		2	24¾-4	Plain.	2		Utilitor	502									
1-1½G.	Own	Cir-Spl.	Gear	Water.	Fedders	Ther-S.	1½	Own.	Cone.	H-Lever	None	1200	4⅝-3¾	Direct	1	IG.		2	24¾-4	Plain.	2		Utilitor	502A									

J. C.—Jaw Clutch.
K—Kerosene.
King—Kingston.
"L" H—L Head
M. D. D.—Multiple Dry Disk.
M. O. F.—Mix Oil with Fuel.
N-W.—New-Way.
Non-A—Non-Adjustable.
Plan—Planetary.
Rid—Riding.
S. G.—Sliding Gear.
Sh.-John—Shotwell-Johnson.
Spec—Special.
Sp. G.—Spur Gear.
Scheb—Schebler
Sp. I. G.—Spur and Internal Gear.
T. Disc—Twin Disc.
Ther-S—Thermo Syphon.
Uni—Universal.
Ver—Vertical
W. H. B.—Wheels or Handle Bars.
Wal—Walking.
Wels—Weisman.
Wisc—Wisconsin.

American Stock

MAKE AND MODEL	Designed For	Number of Cylinders, Bore and Stroke (Ins.)	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. Ins.)	Compression Ratio	Number of Point Suspension	CYLINDERS			CRANKCASE			VALVES				FRONT END DRIVE		PISTONS					
											Upper Half												Piston Pins		
								Head	No. Cast in One Piece	Detachable Liners Used?	Integral with Cylinders?	Material	Material (Lower Half)	Arrangement	Head Material	Clear Diameter (Ins.)	Lift (Ins.)	Type	Non-Metallic Gear Used On?	Material	Length (Ins.)	Weight (with Pins, Rings & Bushings) Ozs.	Diameter and Length (Ins.)	Pin Bearing In	Number of Rings per Piston
Ansted	M	Cars & B	6-3 5/16x4½	26.34		232.7	4.5	3*	Det.	6	No	Int.	SS.		I	Tun.	1.50	.44	Chain	None	CI	3.45	21.6	1.00x3.00	Rod	2
Ansted	F	Cars & B	6-3 1/16x5¼	26.34		271.5	4.5	3*	Det.	6	No	Int.	SS.		I	Tun.	1.50	.44	Chain	None	AL	3.53	20.1	1.00x3.00	Rod	2
Automatic	J5½	T. & Tr	4-5½x7	48.40	48-800	665.2	4.0	4	Int	1	No	Sep.	Iron	Iron	L	Car.	2.25	.44	Spur.	None	CI	7.00	100.0	1.43x4.62	Rod	4
Automatic	M	T. & Tr	4-6½x8	67.10	62-675	1061.7	4.0	4	Det.	1		Sep.	Iron	Iron	L	Car.	2.50	.56	Spur.	None	CI	9.00	356.0	1.68x1.12	Rod	4
Automatic	N	T & Tr	4-7½x9	89.80	75-540	1588.0	4.0	4	Det.	1	No	Sep.	Iron	Iron	L	Car.	3.00	.56	Spur.	None	CI	10.50	548.0	2.00x7.12	Rod	4
Automatic	R	T & Tr	4-8½x10	111.50	100-500	2288.0	4.0	4	Det.	1	No	Sep.	Iron	Iron	L	Car.	3.25	.68	Spur.	None	CI	12.31	752.0	2.43x8.00	Rod	4
Beaver	JD	Tractors	6-4¾x6	54.15	76-1000	637.9	4.5	3*	Det.	2	No	Sep.	Iron	Iron	I	Tun.	2.00	.37	Heli	None	CI	5.31	92.0	1.50x4.50	Pist.	4
Beaver	JC	Tractors	4-4¾x6	36.10	56-1000	425.3	4.5	3*	Det.	2	No	Sep.	Iron	Iron	I	Tun.	2.00	.37	Heli	None	CI	5.31	91.0	1.50x4.50	Pist.	4
Beaver	JB	Tractors	4-4¾x6	36.10	46-1200	425.3	....	3*	Det.	4	No	Sep.	Iron	Iron	I	Tun.	2.00	.37	Heli	None	CI	5.31	134.0	1.50x4.25	Pist.	4
Beaver	JA	Trucks	4-4½x6	32.40	41-1100	381.7	4.5	3*	Det.	4	No	Sep.	Iron	Iron	I	Tun.	2.00	.37	Heli	None	CI	5.31	118.0	1.50x4.25	Pist.	4
Beaver	RA	Tractors	4-5¾x7	52.90	83-1000	727.0	4.5	4	Det.	2	No	Sep.	Iron	Iron	I	Tun.	2.56	.37	Heli	None	CI	6.25	112.0	1.50x5.25	Pist.	4
Beaver	RB	Tractors	4-6 x7	57.50	91-1000	792.0	4.5	4	Det.	2	No	Sep.	Iron	Iron	I	Tun.	2.56	.37	Heli	None	CI	6.56	120.0	1.50x5.25	Pist.	4
Beaver	RD	Tractors	6-5¾x7	79.35	125-1000	1090.6	4.5	4	Det.	2	No	Sep.	Iron	Iron	I	Tun.	2.56	.37	Heli	None	CI	6.25	112.0	1.50x5.25	Pist	4
Beaver	RE	Tractors	6-6 x7	86.50	138-1000	1187.3	4.5	4	Det.	2	No	Sep.	Iron	Iron	I	Tun.	2.56	.37	Heli	None	CI	6.56	120.0	1.50x5.25	Pist.	4
Beaver	RY	Tractors	6-6½x7	101.30	200-1250	1392 3	4.	4	Det.	2	No	Sep.	Iron	Iron	I	CI	2.50	.37	Heli	None	CI	7.50	246.	1.75x6	Pist.	4
Beaver	RX	Tractors	4-6½x7	67.60	115-1100	928.5	4.	4	Det.	2	No	Sep.	Iron	Iron	I	CI	2.50	.37	Heli	None	CI	7.50	246.	1.75x6	Pist.	4
Buda	GL6	T, Buses	6-4½x6	48.60		572.5	4.1	3	Det.	6	No	Sep.	Al	Al	L	Sil	2.50†	....	Heli		CI					
Buda	LD6	Cars	6-3¼x4½	25.25		224.0	4.2	3	Det.	6	No	Sep.	Iron	Iron	L	Sil	1.62†	....	Heli		CI					
Buda	WTU	Trucks	4-3¾x5½	22.50	37-1850	226.4	4.1	3	Det.	4	No	Sep.	SS	Iron	L	ASt	....	.28†	Heli	Accx	SS	4.50	55.2	1.06x3.25	Rod	4
Buda	KBUI	Buses & T	4-4 x5¼	25.60	43-1800	263.9	....	3	Det.	4	No	Sep.	Al	Al	L	ASt	1.62	.31†	Heli	Accx	SS	5.00	62.5	1.06x3.44	Rod	4
Buda	KTU	Trucks	4-4 x5¼	25.60	43-1800	263.9	4.1	3	Det.	4	No	Sep.	SS	Iron	L	ASt	1.62	.28†	Heli	Accx	SS	5.00	71.5	1.06x3.44	Rod	4
Buda	EBUI	Buses & T	4-4¼x5½	28.90	48-1850	312.0	4.1	3	Det.	4	No	Sep.	Al	Al	L	ASt	1.87	.31†	Heli	Accx	SS	5.37	73.0	1.12x3.69	Rod	4
Buda	ETU	Trucks	4-4¼x5½	28.90	37-1550	312.0	3.8	3	Det.	4	No	Sep.	SS	Iron	L	ASt	1.87	.28†	Heli	Accx	SS	5.37	95.5	1.12x3.68	Rod	4
Buda	YBUI	Buses & T	4-4½x6	32.40	60-1700	381.7	4.2	3	Det.	4	No	Sep.	Al	Al	L	ASt	2.12	.31†	Heli	Accx	SS	6.25	95.5	1.25x3.87	Rod	4
Buda	YTU	Trucks	4-4½x6	32.40	50-1400	381.7	4.0	3	Det.	4	No	Sep.	SS	Iron	L	ASt	2.12	.28†	Heli	Accx	SS	6.25	120.5	1.25x3.87	Rod	4
Buda	BTU	Trucks	4-5 x6½	40.00	53-1250	510.5	3.8	3	Det.	4	No	Sep.	SS	Iron	L	ASt	2.25	.31†	Heli	Accx	SS	6.75	145.2	1.37x4.37	Rod	4
Buda	BUS	Buses & T	6-4 x5½	38.40	78-2250	386.4	4.1	3	Det.	6	No	Sep.	Al	Al	L	ASt	1.87†	.31†	Heli	None	CI	5.00	56.0	1.12x3.44	Rod	4
Buffalo	MY	Industrial	4-4¾x5	36.10	43-1500	354.0	3.7	4	Int	2	No	Sep.	Opt.	Opt.	L	Car.	1.87	.31	Heli	None	CI	6.00	17.0	1.11x4.37	Pist.	4
Buffalo	R	Industrial	6-5½x7	72.60	200-1500	998.0	3.9	4	Det.	2	No	Sep.	Al	Al	I	Sil	2.62	.56	Heli	None	AL	6.12	84.0	1.37x5.06	Flo	4
Buffalo	BA	T & Tr	4-3½x5	19.60	32-1300	192.4	3.5	3	Det.	4	No	Int	Iron	PS	L	CI	1.75	.31†	Heli	None	CI	3.75	43.0	1.09x3.25	Rod	4
Buffalo	RT	T & Tr	4-5 x6	40.00	62-1400	471.2	3.7	4	Int	2	No	Sep.	Iron	Iron	L	Car	2.25	.31†	Heli	None	CI	6.19	118.0	1.23x4.62	Pist.	3
Buffalo	CM	Tractors	4-5½x7	48.40	75-1200	665.2	3.7	4	Int	2	No	Sep.	Iron	Iron	L	Car	2.25	.31†	Heli	None	CI	6.00	190.0	1.37x5.00	Pist.	3
Buffalo	CE	Tractors	4-6¾x9	72.90	100-1000	1252.0	3.7	4	Int	2	No	Sep.	Iron	Iron	L	Car	2.87	.44†	Heli	None	CI	7.69	274.0	1.62x6.25	Pist.	3
Climax	R4U	Rail C & Tr	4-6 x7	57.60	95-1200	791.6	4.42	4	Det.	2	No	Sep.	Iron	Iron	L	Sil	2.50	.37	Heli	None	CI	6.94	220	1.48x5.37	Pist.	4
Climax	R6U	Rail C & Tr	6-6 x7	86.40	140-1200	1187.5	4.42	4	Det.	2	No	Sep.	Iron	Iron	L	Sil	2.50	.37	Heli	None	CI	6.94	220	1.48x5.37	Pist.	4
Climax	K, KU, KL	T & Tr	4-5 x6½	40.00	57-1200	510.5	4.2	3*	Det.	2	No	Sep.	Iron	Iron	L	CI	2.25	.31†	Heli	None	Chr	5.75	132.0	1.36x4.75	Rod	3
Climax	T & TU	T & Tr	4-5½x7	48.40	81-1200	665.2	4.3	4	Det.	2	No	Sep.	Iron	Iron	L	CI	2.25	.31	Spur	None	Chr	7.00	168.0	1.50x5.19	Rod	3
Continental	7U	Cars	6-3½x4¼	23.44	49-2500	195.6	4.5	3	Det.	6	No	Int	Iron	PS	L	Nic	1.50	.31	Chain	None	CI	3.25	27.0	.87x2.81	Rod	3
Continental	8R	Cars	6-3¾x4½	27.34	56-2300	241.6	4.2	3	Det.	6	No	Sep.	Al	PS	L	Car	1.50	.31	Heli	Idler	CI	4.09	35.0	.87x3.06	Rod	3
Continental	6M	T & Buses	6-3¾x4½	27.34	56-2300	241.6	4.2	3	Det.	6	No	Sep.	Al	PS	L	Sil	1.50	.31	Heli	None	CI	4.09	35.0	.87x3.06	Rod	3
Continental	H7	T, Tr, In	4-3½x4¼	15.63	29-2500	130.4	4.2	3	Det.	4	No	Int	Iron	PS	L	ChN	1.50	.31	Heli	None	CI	3.25	32.0	.75x2.81	Pist.	3
Continental	L5	Trucks	4-4¼x5½	28.90	30-1300	312.0	3.4	3	Det.	2	No	Sep.	Al	Al	L	Sil	2.00	.31	Heli	None	CI	6.25	94.5	1.37x3.87	Rod	4
Continental	B7	Trucks	4-5 x6	40.00	55-1400	471.2	3.4	3	Det.	2	No	Sep.	Al	Al	L	Sil	2.12	.31	Heli	None	CI	5.91	112.3	1.50x4.62	Rod	4
Continental	14H	Buses	6-4½x5¾	48.60	95-2100	548.6	3.8	3	Det.	6	No	Sep.	Al	Al	L	Sil	2.12†	.37	Heli	Accx	Al	6.00	63.0	1.50x4.12	Rod	4
Continental	6J	Cars	6-3¾x5	33.75	70-2400	331.3	4.3	3	Det.	6	No	Sep.	Al	PS	L	ChN	1.81	.31	Heli	Idler	CI	4.50	46.2	1.12x3.37	Rod	3
Continental	6B	T & Buses	6-3¾x5	33.75	70-2300	331.4	4.1	3	Det.	6	No	Sep.	Al	PS	L	Sil	1.81	.31	Heli	None	CI	4.50	43.0	1.12x3.37	Rod	3
Continental	S4	Trucks	4-4¼x4½	28.90	50-2200	225.3	4.1	3	Det.	4	No	Int	Iron	PS	L	Tun	1.87	.31	Heli	None	CI	4.75	74.2	1.50x3.87	Flo	3
Continental	J4	T, B, Tr	4-3¾x5	22.50	32-1600	220.9	3.7	3	Det.	4	No	Sep.	Al	Al	L	Car	1.62	.31	Heli	None	CI	4.87	58.0	1.12x3.37	Rod	4
Continental	K4	T, B, Tr	4-4½x5½	27.23	36-1500	280.6	3.6	3	Det.	4	No	Sep.	Al	Al	L	Car	1.87	.31	Heli	None	CI	5.44	65.5	1.25x3.75	Rod	4
Continental	L4	T, B, Tr	4-4½x5½	32.40	43-1300	349.9	3.5	3	Det.	2	No	Sep.	Al	Al	L	Car	2.00	.31	Heli	None	CI	5.94	84.0	1.37x4.12	Rod	4
Continental	B5	T, B, Tr	4-4¾x6	36.10	52-1400	425.3	3.4	3	Det.	2	No	Sep.	Al	Al	L	Car	2.12	.31	Heli	None	CI	6.12	114.0	1.50x4.37	Rod	4
Continental	H8		4-3½x4¼	18.22	.....	152.1	4.2	4	Det.	4	....	Int	Iron	PS	L	.....	1.63	.31	Chain	None		3.88				
Continental	9L	Cars	6-2¾x4¾	18.15	.....	169.2	4.48	3	Det.	6	....	Int	Iron	PS	L	Sil	1.37	.18	Chain	None	CI	3.37	30.	.73x	Rod	3
Continental	7T	Buses	6-4½x5¼	40.86	86-2200	420.9	4.12	3	Det.	6	No	Sep.	Al	Al	L	Sil	1.94	.37	Heli	.....	CI	4.68	....	1.25x1.87	Rod	3
Continental	11U	Cars	6-3¼x4⅝	25.35	54-2600	230.2	4.44	3	Det.	6	No	Int	Iron	PS	L	Sil	1.50	.31	Chain	None	CI	3.75	28	1.00x1.25	Rod	3
Erd	C6	T, B, Tr	6-4¼x6	43.35	58-1000	510.7	4.8	3	Det.	4	No	Sep.	Iron	Al	I	CI	2.00	.41	Heli	None	CI	.....	.....	1.37x3.94	Rod	3
Erd	S4	Cars	4-3¾x5	18.23	.....	222.0	4.0	3	Det.	4	No	Int	Iron	Al	L	CI	1.62	.31	Heli	None	CI	4.12	26.0	.87x	Rod	3
Erd	S4E	T & B	4-3½x5	19.60	46-2100	192.0	4.54	3	Det.	4	....	Int	Iron	PS	L	CI	.....	....	Heli	None	CI	4.00	36.	.87x3.37	Rod	3
Erd	S4I	C & T	4-3¾x5	18.23	42½-2100	179.0	4.35	3	Det.	4	....	Int	Iron	PS	L	CI	.....	....	Heli	None	CI	4.00	33.	.87x3.25	Rod	3
EWC	GF	T, Tr & B	4-4¼x6	36.10	55-1200	425.3	....	4	Det.	1	No	Sep.	Iron	Iron	L	CI	1.87	.38†	Heli	None	CI	5.87	110.4	1.25x4.25	Rod	3
EWC	CF	T, Tr & B	4-5 x6	40.00	61-1400	471.0	....	4	Det.	1	No	Sep.	Iron	Iron	L	CI	2.00	.38†	Heli	None	CI	6.25	111.2	1.25x4.62	Rod	4
EWC	A	T, Tr & B	4-5¼x6	44.10	67-1400	519.4	....	4	Det.	1	No	Sep.	Iron	Iron	L	Sil	2.00	.38†	Heli	None	CI	6.25	112.0	1.25x4.87	Rod	3
EWC	DA	T, Tr & B	4-5½x7	48.40	76-1400	665.2	....	4	Det.	1	No	Sep.	Iron	Iron	L	CI	2.25	.50†	Heli	None	CI	7.00	175.5	1.44x5.06	Rod	3
Falls	T8000	Cars	6-3½x4¼	23.44	46-2750	195.6	4.6	3	Det.	6	No	Int	Iron	PS	I	Sil	1.37	.28†	Heli	Cam	CI	3.50	28.0	.75x2.87	Pist.	4
G. B. S.	AA	C & T	4-4¾x5	22.50	.....	222.0	....	3	Int	4	No	Sep.	Al	Al	L	CI	1.67	.35	Heli	None	CI	3.75	49.0	1.09x3.43	Rod	3
G. B. S.	S	C & T	4-3¾x4¼	22.50	.....	187.9	....	3	Det.	4	No	Sep.	Iron	PS	L	CI	1.62	.21	Heli	None	CI	3.81	45.0	.87x3.12	Pist.	3
Gray	ZC	Cars	4-3½x4	21.03	21-1500	165.1	3.9	4*	Det.	4	No	Int	Iron	Iron	L	CI	1.37	.22	Heli	None	CI	3.62	38.0	.74x3.25	Pist.	3
Gray	VC	Trucks	4-3½x5	19.60	31-1800	192.4	4.2	4*	Det.	4	No	Int	Iron	Iron*	I	CI	1.75	.36	Chain	None	CI	3.87	24.0	1.00x2.96	Rod	3
Hercules	OBX	T, B, Tr	4-4 x5	25.60	43-2000	251.3	4.0	3	Det.	4	No	Int	Iron	PS	L	Sil	1.62	.33	Heli	None	Al	4.87	40.2	1.37x3.50	Pist.	3
Hercules	O & O X	T, B, Tr	4-4 x5	25.60	43-2000	251.3	4.0	3	Det.	4	No	Int	Iron	PS	L	Sil	1.62	.33	Heli	None	CI	4.87	64.4	1.37x3.50	Pist.	3
Hercules	L	T, B, Tr	4-4½x5¾	32.40	60-1800	365.8	4.0	3	Det.	4	No	Int	Iron	PS	L	Sil	2.00	.33	Heli	None	CI	5.25	91.5	1.50x4.00	Pist.	4
Hercules	G	T, B, Tr	4-4¾x5¾	36.10	64-1800	407.6	4.0	3	Det.	4	No	Int	Iron	PS	L	Sil	2.00	.33	Heli	None	CI	5.25	94.7	1.50x4.25	Pist.	4
Hercules	"TX"	C, T & Tr	4-5½x7	48.40	76-1000	665.0	3.9	3, 4	Det.	4	No	Int	Iron	Al	L	Sil	2.50	.37	Heli	.....	CI	7.00	.....	1.88x4.88	Pist.	4
Hercules	"TXA"	T & Tr	4-6 x7	57.60	91-1000	792.0	3.9	3, 4	Det.	4	No	Int	Iron	Al	L	Sil	2.50	.37	Heli	.....	CI	7.00	.....	1.88x4.88	Pist.	4
Hinkley	300	T, B, Tr	4-3¾x5½	22.50	37-1700	231.9	3.9	3	Det.	4	No	Sep.	SS	PS	L	CI	1.75	.31	Heli	None	CI	4.75	60.0	1.12x1.75	Rod	3
Hinkley	400	T, B, Tr	4-4 x5¼	25.60	44-1780	263.9	3.9	3	Det.	4	No	Sep.	SS	PS	L	CI	1.75	.31	Heli	None	CI	4.50	60.0	1.12x1.75	Rod	3
Hinkley	500	T, B, Tr	4-4¼x5½	28.90	48-1780	312.0	3.9	3	Det.	4	No	Sep.	SS	Al	L	CI	2.00	.31	Heli	None	CI	5.25	81.0	1.25x1.87	Rod	3
Hinkley	200	T, B, Tr	4-4½x5½	32.40	54-1600	349.9	3.9	3	Det.	4	No	Sep.	SS	Al	L	CI	2.00	.31	Heli	None	CI	5.25	92.0	1.25x1.87	Rod	3
Hinkley	2100	B, T, Tr	4-4¾x6	36.10	55-1400	425.3	3.6	3	Det.	2	No	Sep.	Al	Al	L	Sil†	2.12	.31	Heli	None	CI	6.12	105	1.37x2.25	Rod	3
Hinkley	1900	T, Tr	4-5½x6	48.40	87-1400	570.2	4.4	3	Det.	2	No	Sep.	Al	Al	L	Sil†	2.50	.31	Heli	None	CI	6.12	168	1.75x2.25	Rod	3
Jackson	J	T, Tr	4-4¼x6⅝	28.90	35-1200	369.7	3.8	3	Det.	2	No	Sep.	Iron	Al	L	Sil	1.87	.31	Heli	None	CI	5.00	73.0	1.12x3.75	Rod	3
Jackson	J-A	Trucks	4-4¼x6⅝	28.90	35-1200	360.0	3.5	3	Det.	2	....	Sep.	SS	Al	L	.....	1.87	.31	Heli	None	CI	6.00	.....	1.13x4.00	Rod	3
LeRoi	2C	C, T, Tr	4-3½x4½	15.63	25-2200	138.1	4.4	3	Det.	4	No	Int	Iron	Iron	L	CI	1.50	.19	Heli	None	CI	3.50	28.0	.75x2.87	Fol	3
LeRoi	MR & M	Tractors	2-3½x4½	7.80	10-1750	69.0	4.4	4*	Det.	2	No	Int	Iron	Iron	L	CI	1.50	.19	Heli	None	CI	3.50	28.0	.75x2.87	Flo	3

ABBREVIATIONS:
Accx—Accessories Drive
Al—Aluminum Alloy.
ASt—Alloy Steel.
B—Buses.
Ball—Ball Bearing
Bro—Bronze.
C—Cars.
Car—Carbon Steel.
Cam—Camshaft.
C—Passenger Cars.
Cent—Centrifugal.
Ch N—Chrome Nickel Steel.
Chr—Chromium Steel.
CI—Cast Iron.
Det—Detachable.
Dur—Duraluminum.
E—Exhaust.
Ecc—Eccentric.
Fl Pr—Full Pressure to all bearings including wrist pins.
Flo—Floating .
Heli—Helical.
I—Both valves in head.
I—Inlet.
H—Valves horizontal in head.
Int—Integral.
L—Valves at side.
Mag—Magnesium.

Engine Specifications

CONNECTING RODS			CRANKSHAFT							OILING SYSTEM		WATER CIRCULATION		GOVERNOR			MISCELLANEOUS							
						Crank Pin	Main Bearings												Overall Dimensions (Ins.)					
								Diameter and Length (Ins.)																
Material	Center to Center Length (Ins.)	Weight (with Bushings and Cap) Ozs.	Material	Offset (Ins.)	Counter Balances Used?	Diameter and Length (Ins.)	Number	Front	Rear	Type of System	Pump Type	Type	Pump Type	Furnished?	Type	Maximum Governed Speed (R.P.M.)	Speed at which Maximum Torque is Developed (R.P.M.)	Weight (without Carbureter or Ignition) Lbs.	Adapted for Use of Kerosene?	Width	Height	Length	Bell Housing Provided? S.A.E. Numbers	MAKE AND MODEL
Car...	8.50	.....	Car...	None...	No...	2.25x1.50	3	1.75x2.50	2.37x3.37	FlPr...	Gear..	Pump...	Cent..	NP...	None..	None..	1000	600	No...	28¾	31⅞	41⅞	3*	Ansted.....M
Car...	9.19	.....	Car...	None...	No...	2.25x1.50	3	1.75x2.50	2.37x3.37	FlPr...	Gear..	Pump...	Cent..	NP...	None..	None..	800	675	No...	28¾	31⅞	41⅞	3*	Ansted.....F
Car...	14.00	144.0	Car...	None...	No...	2.25x2.75	5	2.25x4.75	2.25x4.00	Splash...	Gear..	Pump...	Cent..	Stk...	Cent..	Opt...	400	1650	Yes...	85¾	19½	35½	None..	Automatic.....J5½
Car...	17.00	240.0	Car...	None...	No...	2.75x3.00	5	2.75x6.75	2.75x5.00	Splash...	Gear..	Pump...	Cent..	Stk...	Cent..	Opt...	400	2700	Yes...	26	43	70¼	None..	Automatic.....M
Car...	19.00	496.0	Car...	None...	No...	3.00x3.50	5	3.00x7.00	3.00x6.00	Splash...	Gear..	Pump...	Cent..	Stk...	Cent..	Opt...	325	3750	Yes...	30	48	78¾	None..	Automatic.....N
Car...	21.00	728.0	Car...	None...	No...	3.50x4.25	3	3.50x6.50	3.50x5.12	Splash...	Gear..	Pump...	Cent..	Stk...	Cent..	Opt...	300	4700	Yes...	32	53½	86½	None..	Automatic.....R
Pist...	12.50	139.0	Ch N.	.50	No...	2.25x2.75	5	2.37x3.50	2.37x4.50	PrCs...	Gear..	Pump...	Cent..	Opt...	None..	None..	800	1475	No...	23½	39	65	1, 2	Beaver.....JD
Car...	12.50	139.0	Ch N.	.50	No...	2.25x2.75	4	2.37x3.50	2.37x4.50	PrCs...	Gear..	Pump...	Cent..	Opt...	None..	None..	800	1020	No...	23½	39	50	2*	Beaver.....JC
Car...	12.50	139.0	Ch N.	.50	No...	2.25x2.75	3	2.37x3.50	2.37x4.50	PrCs...	Gear..	Pump...	Cent..	.....	None..	None..	750	1020	Yes...	23½	39	50	2	Beaver.....JB
Car...	12.50	129.0	Ch N.	.50	No...	2.25x2.75	3	2.37x3.50	2.37x4.50	PrCs...	Gear..	Pump...	Cent..	Opt...	None..	None..	700	1000	Yes...	23½	39	50	2, 3	Beaver.....JA
Car...	14.20	282.0	Ch N.	None...	No...	3.00x3.75	3	3.00x3.75	3.00x5.25	PrCs...	Gear..	Pump...	Cent..	Opt...	None..	None..	800	2000	No...	29	45	62	1	Beaver.....RA
Car...	14.00	282.0	Ch N.	None...	No...	3.00x3.75	3	3.00x3.75	3.00x5.25	PrCs...	Gear..	Pump...	Cent..	Opt...	None..	None..	800	2000	No...	29	45	62	1	Beaver.....RB
Car...	14.00	282.0	Ch N.	None...	No...	3.00x3.75	3	3.00x3.75	3.00x5.25	PrCs...	Gear..	Pump...	Cent..	Opt...	None..	None..	800	2000	No...	29	45	81	1	Beaver.....RD
Car...	14.00	282.0	Ch N.	None...	No...	3.00x3.75	3	3.00x3.75	3.00x5.25	PrCs...	Gear..	Pump...	Cent..	Opt...	None..	None..	800	2000	No...	29	45	81	1	Beaver.....RE
Dur...	14.	160.0	.....	None...	No...	3.50x3.75	...	3.75x	3.75x5.25	PrCs...	Gear..	.....	Cent..	Opt...	.....	1200	1175	2900	No...	29	44⅞	79	Opt...	Beaver.....RY
Dur...	14.	160.0	.....	None...	No...	3.50x3.75	3	3.75x5.25	3.75x5.25	PrCs...	Gear..	.....	Cent..	Opt...	.....	1100	1050	2300	No...	29	44⅞	62½	Opt...	Beaver.....RX
ASt...	.....	.....	Car...	.....	.....	.....	4	3.00x2.25	3.00x3.69	FlPr...	Gear..	Pump...	Cent..	Opt...	Cent..	.....	.....	.....	.....	.....	.....	.....	Yes...	Buda.....GL9
ASt...	.....	.....	Car...	.....	.....	.....	4	2.37x1.75	2.37x2.75	FlPr...	Gear..	Pump...	Cent..	Opt...	Cent..	.....	.....	.....	.....	.....	.....	.....	Yes...	Buda.....LD6
ASt...	11.25	57.2	ASt...	None...	No...	1.87x2.00	3	2.12x2.50	2.50x2.94	PrCs...	Gear..	Pump...	Cent..	Opt...	None..	1450	1000	660	No...	25¾	32¾	52⅛	3	Buda.....WTU
ASt...	11.25	92.2	ASt...	None...	Yes...	2.00x2.25	3	2.25x2.87	2.50x3.44	PrCs...	Gear..	Pump...	Cent..	Opt...	None..	1600	1000	840	No...	25¾	33⅞	55⅛	3	Buda.....KBUI
ASt...	11.25	89.0	ASt...	None...	No...	2.00x2.25	3	1.87x2.87	2.12x3.50	PrCs...	Gear..	Pump...	Cent..	Opt...	None..	1150	900	782	No...	25¾	32⅝	55⅛	3	Buda.....KTU
ASt...	12.25	120.0	ASt...	None...	Yes...	2.12x2.50	3	2.25x3.09	2.75x3.94	PrCs...	Gear..	Pump...	Cent..	Opt...	None..	1400	1200	930	No...	25¾	34⅝	58¼	3	Buda.....EBUI
ASt...	12.25	113.0	ASt...	None...	No...	2.12x2.50	3	2.12x3.09	2.37x4.00	PrCs...	Gear..	Pump...	Cent..	Opt...	None..	1100	900	968	No...	25¾	34⅛	58¼	3	Buda.....ETU
ASt...	13.25	148.2	ASt...	None...	Yes...	2.25x3.00	3	2.25x3.94	2.75x4.44	PrCs...	Gear..	Pump...	Cent..	Opt...	None..	1250	1100	935	No...	25¾	37⅛	65¼	3	Buda.....YBUI
ASt...	13.25	133.7	ASt...	None...	No...	2.25x3.00	3	2.12x3.50	2.37x4.50	PrCe...	Gear..	Pump...	Cent..	Opt...	None..	1000	850	1060	No...	25¾	37½	65¼	3	Buda.....YTU
ASt...	14.37	163.0	ASt...	None...	No...	2.50x3.12	3	2.25x4.12	2.62x4.75	PrCs...	Gear..	Pump...	Cent..	Opt...	None..	None..	725	1410	No...	28¾	41⅜	70⅝	1	Buda.....BTU
ASt...	11.25	94.0	ASt...	None...	Yes...	2.50x2.12	4	2.50x2.12	2.50x3.50	PrCs...	Gear..	Pump...	Cent..	Opt...	None..	None..	.....	867	No...	25¾	37¼	52⅝	3	Buda.....BUS
Car...	11.37	85.0	Car...	.87	No...	1.87x2.87	3	1.87x3.06	1.87x4.75	Splash...	Pist..	Pump...	Gear..	Opt...	Cent..	1500	1000	800	Yes...	23½	32¾	44¼	None..	Buffalo.....MY
Flo...	14.00	111.0	Car...	None...	No...	2.62x2.75	7	2.62x4.12	2.62x4.50	PrCs...	Gear..	Pump...	Gear..	Opt...	Cent..	1500	1100	2100	No...	33	43½	68	Opt...	Buffalo.....R
Rod...	10.25	48.0	Car...	None...	No...	1.87x2.12	3	2.18x2.87	2.25x3.00	Splash...	Pist..	ThS*...	Cent..	Opt...	Cent..	1500	1000	530	Yes...	25¾	32½	39½	Opt...	Buffalo.....BA
Pist...	12.94	109.0	Car...	.87	No...	2.12x3.25	3	2.12x3.69	2.12x5.25	PrCs...	Ecc...	Pump...	Cent..	Opt...	Cent..	1000	600	1100	Yes...	25½	35½	50½	None..	Buffalo.....RT
Car...	13.25	123.0	Car...	.87	No...	2.25x3.25	3	2.37x4.50	2.37x4.87	PrCs...	Gear..	Pump...	Vane*.	Opt...	Cent..	1000	700	1600	Yes...	33	43	51¼	None..	Buffalo.....CM
Car...	17.75	232.0	Car...	1.00	No...	2.75x4.00	3	2.75x5.50	2.75x5.87	PrCs...	Gear..	Pump...	Gear..	Opt...	Cent..	900	575	2400	Yes...	41¾	54¼	56½	None..	Buffalo.....CE
ASt...	16.00	220	ASt...	.....	No...	3.00x3.50	3	3.25x3.66	3.25x4.50	PrCs...	Ecc...	Pump...	Cent..	Fit...	Cent..	1200	700	2000	Yes...	31⅞	46¼	57	1	Climax.....R4U
ASt...	16.00	220	ASt...	None...	Yes...	3.00x3.50	4	3.25x3.25	3.66x4.50	PrCs...	Ecc...	Pump...	Cent..	Fit...	Cent..	1200	700	2600	No...	31¼	43⅞	73⅛	1	Climax.....R6U
Rod...	13.00	110.0	ASt...	None...	No...	2.25x3.00	3	2.19x3.75	2.31x4.37	PrCs...	Ecc...	Pump...	Cent..	Stk...	Cent..	1200	700	1100	Yes...	26¼	39¾	45⅞	1, 2*	Climax.....K, KU, KL
Rod...	14.00	179.0	ASt...	None...	No...	2.50x3.50	3	2.50x3.75	2.50x4.50	PrCs...	Ecc...	Pump...	Cent..	Stk...	Cent..	1200	850	1550	Yes...	28	43⅞	51¼	1*	Climax.....T & TU
Car...	8.25	32.0	Car...	None...	No...	2.00x1.37	4	2.00x1.50	2.00x2.12	PrCs...	Gear..	Pump...	Cent..	NP...	None..	None..	1100	470	No...	24½	27⅝	38⅜	4	Continental.....7U
Rod...	10.50	52.0	Car...	None...	No...	2.25x1.56	4	2.25x2.34	2.25x2.81	PrCs...	Gear..	Pump...	Cent..	NP...	None..	None..	1000	580	No...	24½	30⅞	40⅛	3	Continental.....8R
Rod...	10.50	40.0	Car...	None...	No...	2.25x1.56	4	2.25x2.34	2.25x2.81	PrCs...	Gear..	Pump...	Cent..	NP...	None..	None..	1000	580	No...	24½	30¾	40⅜	3	Continental.....6M
Pist...	8.00	21.7	Car...	None...	No...	1.50x1.44	3	1.50x2.78	1.50x2.75	PrCs...	Gear..	Pump...	Cent..	Opt...	Hyd..	None..	1400	305	No...	24½	29½	29⅛	4*	Continental.....H7
Rod...	12.00	118.2	Car...	None...	No...	2.25x2.62	3	2.25x3.00	2.25x3.25	FlPr...	Gear..	Pump...	Cent..	Opt...	Hyd..	1200	620	807	No...	24½	39½	42⅛	2	Continental.....L5
Rod...	13.25	166.2	Car...	None...	No...	2.62x3.00	3	2.37x3.37	2.62x3.69	FlPr...	Gear..	Pump...	Cent..	Opt...	Opt...	1100	700	969	No...	26¾	41⅞	47⅛	1	Continental.....B7
Rod...	13.50	135.0	Car...	None...	No...	3.00x2.12	3	3.00x3.06	3.00x2.75	FlPr...	Gear..	Pump...	Cent..	Opt...	Hyd..	1650	600	1370	No...	26¾	41½	52⅛	1	Continental.....14H
Car...	11.00	74.0	Car...	None...	No...	2.37x1.87	4	2.37x2.34	2.37x3.06	PrCs...	Gear..	Pump...	Cent..	NP...	None..	None..	900	700	No...	24½	34⅛	53⅞	3	Continental.....6J
Rod...	11.00	50.0	Car...	None...	No...	2.37x1.87	4	2.37x2.41	2.37x3.06	PrCs...	Gear..	Pump...	Cent..	NP...	None..	None..	900	700	No...	24½	34	46¾	3	Continental.....6B
Flo...	12.00	93.5	Car...	None...	No...	2.25x2.37	3	2.25x2.12	2.25x2.69	FlPr...	Gear..	Pump...	Cent..	Opt...	Hyd..	Opt...	1100	748	No...	24½	33⅝	38⅛	2	Continental.....S4
Rod...	11.00	78.0	Car...	None...	No...	2.00x2.18	3	2.25x2.25	2.25x2.62	FlPr...	Gear..	Pump...	Cent..	Opt...	None..	1400	600	590	No...	24½	25	34¼	3	Continental.....J4
Rod...	11.50	57.2	Car...	None...	No...	2.12x2.37	3	2.25x2.62	2.25x2.75	FlPr...	Gear..	Pump...	Cent..	Opt...	None..	1300	700	680	No...	24½	26¾	37⅛	2	Continental.....K4
Car...	12.00	136.0	Car...	None...	No...	2.25x2.62	3	2.25x3.00	2.25x3.25	FlPr...	Gear..	Pump...	Cent..	Opt...	None..	1200	600	807	No...	24½	27⅜	40⅞	2	Continental.....L4
Rod...	13.25	136.0	Car...	None...	No...	2.62x3.00	3	2.37x3.31	2.62x3.69	FlPr...	Gear..	Pump...	Cent..	Opt...	None..	1100	800	998	No...	26¾	40¾	46⅜	1	Continental.....B5
Car...	8.00	.....	.....	.....	.....	1.50x1.44	3	1.50x1.78	1.50x2.75	FlPr...	Gear..	Pump...	Cent..	.....	.....	.....	.....	310	No...	.....	.....	.....	.....	Continental.....H8
Car...	9.00	.24	Car...	None...	No...	2.00x1.12	4	1.75x1.25	1.75x1.62	Pres...	Gear..	Pump...	Cent..	NP...	None..	None..	.....	444	No...	26½	24⅞	34⅞	Yes...	Continental.....9L
Rod...	11.00	.....	.....	None...	No...	2.50x1.18	7	2.50x2.12	2.50x2.66	FlPr...	Gear..	Pump...	Cent..	NP...	None..	None..	.....	.....	No...	25	30⅝	47⅛	.....	Continental.....7T
Rod...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Car...	9.00	.37	.....	None...	No...	2.12x1.37	7	2.37x1.75	2.37x2.37	PrCs...	Gear..	Pump...	Cent..	NP...	.....	.....	.....	550	.....	25½	25½	39⅛	Yes...	Continental.....11U
Ast...	.....	.....	Car...	None...	Opt...	2.50x2.37	4	2.50x3.00	2.50x4.25	FlPr...	Gear..	Pump...	Cent..	Opt...	Opt...	1000	800	.....	Yes...	25¾	38½	38½	2, 3	Erd.....C6
ASt...	10.00	28.0	Car...	None...	Opt...	2.00x	3	2.00x2.62	2.00x3.69	PrCs...	Gear..	ThS....	None..	Opt...	Opt...	Opt...	1050	450	No...	39	25¾	32½	3, 5	Erd.....S4
Rod...	10.00	60	.....	.62	.....	2.00x2.00	3	2.00x2.62	2.00x2.62	PrCs...	Gear..	.....	Gear..	Opt...	.....	.....	800	475	.....	26	24⅞	30½	3, 5	Erd.....S4E
Rod...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1300	.....	.....	.....	.....	.....	.....	.....
Car...	10.00	60	Car...	.62	No...	2.00x2.00	3	2.00x2.62	2.00x2.62	PrCs...	Gear..	Opt.....	Cent..	Opt...	.....	.....	1200	470	.....	26	24⅞	30½	3, 5	Erd.....S4I
Rod...	10.00	112.0	Car...	.44	No...	2.00x2.44	5	2.25x3.44	2.25x3.62	PrCs*...	Gear..	Pump...	Cent..	Stk...	Cent..	1200	650	1180	Yes...	24¼	35¼	42¾	Opt...	EWC.....GF
Car...	10.00	128.0	Car...	.56	No...	2.00x2.44	5	2.25x3.44	2.25x3.62	PrCs*...	Gear..	Pump...	Cent..	Stk...	Cent..	1200	700	1180	Yes...	24¼	37¼	42¾	Opt...	EWC.....CF
Rod...	12.00	148.0	Car...	.56	No...	2.00x2.44	5	2.25x3.44	2.25x3.62	PrCs...	Gear..	Pump...	Cent..	Stk...	Cent..	1200	700	1300	Yes...	24½	39¼	42¾	Opt...	EWC.....A
Rod...	14.00	182.7	Car...	None...	No...	2.50x3.00	5	2.50x3.00	2.62x4.00	PrCs...	Gear..	Pump...	Cent..	Stk...	Cent..	1000	700	1700	Yes...	29¼	58½	52¾	Opt...	EWC.....DA
Pist...	8.12	32.5	Car...	None...	No...	2.06x1.62	3	2.25x2.59	2.22x3.00	SpPr‡...	Gear..	ThS....	None..	NP...	None..	None..	850	495	No...	27¾	27	39	3, 4	Falls.....T8000
Rod...	10.25	36.0	Car...	None...	No...	1.87x2.18	3	2.25x3.00	2.25x3.00	PrCs...	Gear..	Pump...	None..	Opt...	Opt...	1400	800	425	No...	25¾	33⅛	34	3	G. B. S.....AA
Pist...	7.00	23.0	Car...	None...	No...	1.50x2.00	3	1.50x3.87	1.62x4.00	SpPr....	Pist..	ThS....	None..	Opt...	Opt...	1000	800	366	No...	23½	25	34	5	G. B. S.....S
Pist...	7.00	40.0	Car...	None...	No...	1.50x1.50	3	1.50x2.25	1.50x2.62	Splash...	None..	Pump...	Gear..	NP...	None..	None..	.....	275	No...	20⅜	13½	28	Opt...	Gray.....ZC
Rod...	11.00	44.0	Car...	.12	No...	2.00x1.87	3	2.00x2.50	2.12x3.37	SpPr....	Gear..	ThS*....	Gear..	NP...	None..	None..	.....	425	No...	27⅝	24⅜	33¼	3, 4	Gray.....VC
Pist...	Dur.	9.50	34.7	Car...	None...	No...	2.00x2.25	3	2.00x2.94	2.00x3.31	PrCs...	Gear..	Pump*	Cent..	Opt...	Opt...	1800	1100	600	No...	25⅞	28¼	37⅜	2, 3	Hercules.....OBX
Pist...	Car...	9.50	60.0	Car...	None...	No...	2.00x2.25	3	2.00x2.94	2.00x3.31	PrCs...	Gear..	Pump*	Cent..	Opt...	Opt...	1500	1000	605	Yes...	25⅞	28¼	37⅜	2, 3	Hercules.....O &O X
Pist...	Car...	10.87	76.0	Car...	None...	No...	2.50x2.62	3	3.00x3.25	3.00x3.50	SpPr....	Gear..	Pump...	Cent..	Opt...	Opt...	1400	900	819	No...	26	30½	42⅞	1, 2	Hercules.....L
Pist...	Car...	10.87	76.0	Car...	None...	No...	2.50x2.62	3	3.00x3.25	3.00x3.50	SpPr....	Gear..	Pump...	Cent..	Opt...	Opt...	1400	900	819	No...	26	30½	42⅞	1, 2	Hercules.....G
Pist...	Car...	13.25	.....	Car...	None...	No...	3.00x3.00	3	3.75x4.25	3.75x4.50	PrCs...	Gear..	Pump...	Cent..	Opt...	.....	1100	900	1500	No...	28¾	35⅞	56⅜	0, 1	Hercules.....“TX”
Pist...	Car...	13.25	.....	Car...	None...	No...	3.00x3.00	3	3.75x4.25	3.75x4.50	PrCs...	Gear..	Pump...	Cent..	Opt...	.....	1100	900	1500	No...	28¾	35⅞	56⅜	0, 1	Hercules.....“TXA”
Rod...	Car...	11.50	98.0	ASt...	None...	No...	2.12x2.25	3	2.12x2.25	2.25x3.00	PrCs...	Gear..	Pump...	Cent..	Opt...	Cent..	1750	775	734	Yes...	25¾	36	37¼	3	Hinkley.....300
Rod...	Car...	11.50	98.0	ASt...	None...	No...	2.12x2.25	3	2.12x2.25	2.25x3.00	PrCs...	Gear..	Pump...	Cent..	Opt...	Cent..	1750	1100	739	Yes...	25¾	36	37¼	3	Hinkley.....400
Rod...	Car...	12.00	119.0	ASt...	None...	No...	2.25x2.50	3	2.25x2.50	2.37x3.50	PrCs...	Gear..	Pump...	Cent..	Opt...	Cent..	1650	950	884	Yes...	25¾	40	44	2	Hinkley.....500
Rod...	Car...	12.00	119.0	ASt...	None...	No...	2.25x2.50	3	2.25x2.50	2.37x3.50	PrCs...	Gear..	Pump...	Cent..	Opt...	Cent..	1600	900	896	Yes...	25¾	40	44	2	Hinkley.....200
Rod...	Car...	13.25	141	Car...	None...	No...	3.00x2.75	3	3.00x3.06	3.00x4.00	FlPr...	Gear..	Pump...	Cent..	Opt...	Cent..	1450	780	1075	No...	28¾	42	48	Yes...	Hinkley.....2100
Car...	13.25	144	Car...	None...	No...	3.00x2.75	3	3.00x3.06	3.00x4.00	FlPr...	Gear..	Pump...	Cent..	Opt...	Cent..	1450	875	1175	No...	24¾	45½	48	Yes...	Hinkley.....1900
Rod...	Car...	10.25	75.0	Car...	.75	Yes...	2.25x2.50	3	2.37x3.00	2.37x3.50	PrCs...	Gear..	Pump...	Cent..	Stk...	Cent..	1200	800	1050	Yes...	25¾	36½	50¾	2	Jackson.....J
Rod...	Car...	10.50	23.50	Car...	.75	Yes...	2.25x2.50	3	2.37x3.00	2.37x2.50	FlPr...	Gear..	Pump...	Cent..	Stk...	Cent..	1200	900	1050	Yes...	.....	.....	.....	2	Jackson.....J-A
Fol...	Car...	8.00	36.0	Car...	None...	Yes...	1.75x2.00	2	1.75x2.75	1.75x2.75	SpPr....	Pist..	ThS....	None..	Opt...	Cent..	1600	1200	.....	No...	15	24	28	2, 3, 4*	LeRoi.....2C
Flo...	Car...	8.00	36.0	Car...	None...	Yes...	1.75x2.00	2	1.75x2.75	1.75x2.75	SpPr....	Pist..	ThS....	None..	Opt...	Cent..	1200	1100	.....	No...	17	22	22	Opt...	LeRoi.....MR & M

NicS—Nickel Steel.
NP—No provision.
Opt—Optional.
Pist—Piston.
PrCs—Pressure to all crankshaft and connecting rod bearings, splash to other parts.

PS—Pressed Steel.
Rail C—Rail Cars.
Sep—Separate.
Sil—Silcrome Steel.
Sl—Sleeve.
Spec—Special.
SS—Semi Steel.

SpPr—Pressure to main crankshaft bearings only; splash to connecting rods and other parts.
St—Steel.
Stk—Standard Equipment.
T—Trucks.
Th—Valves opposite.

ThS—Thermo-siphon.
Tr—Tractors.
Tun—Tungsten.
*—Optional.
†—Inlet valve only.
‡—Pressure to all main crankshaft and camshaft bearings.

American Stock Engine

MAKE AND MODEL	Designed For	Number of Cylinder, Bore and Stroke (Ins.)	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. Ins.)	Compression Ratio	Number of Point Suspension	CYLINDERS: Head	CYLINDERS: No. Cast in One Piece	CYLINDERS: Detachable Liners Used?	CRANKCASE: Upper Half: Integral with Cylinders?	CRANKCASE: Upper Half: Material	CRANKCASE: Material (Lower Half)	VALVES: Arrangement	VALVES: Head Material	VALVES: Clear Diameter (Ins.)	VALVES: Lift (Ins.)	FRONT END DRIVE: Type	FRONT END DRIVE: Non-Metallic Gear Used On?	PISTONS: Material	PISTONS: Length (Ins.)	PISTONS: Weight (with Pins, Rings & Bushings) Ozs.	PISTONS: Piston Pins: Diameter and Length (Ins.)	PISTONS: Pin Bearing In	Number of Rings per Piston
Light.....**H**	C, T, Tr.....	4-3¼x4½	16.90	29-2350	149.3	3.9	3	Det..	4	.....	Int...	Iron..	Iron..	L...	CI...	1.19	.36	Heli...	None..	CI....	4.00	30.0	.75x3.00	Rod...	3
Lycoming.....**CH**	C, T, Tr.....	4-3½x5	19.60	40-2250	192.4	4.1	3	Det..	4	No...	Sep..	Iron..	PS...	L...	CI...	1.62	.34	Heli...	Cran..	Al*....	4.12	24.0	1.12x2.90	Flo...	4
Lycoming.....**CF**	C, T, Tr.....	4-3⅝x5	21.03	42-2200	206.4	4.1	3	Det..	4	No...	Sep..	Iron..	PS...	L...	CI...	1.62	.34	Heli...	Cran..	Al*....	4.12	26.0	1.12x2.90	Flo...	4
Lycoming.....**CT**	C, T, Tr.....	4-3¾x5	22.50	44-2150	220.9	4.1	3	Det..	4	No...	Sep..	Iron..	PS...	L...	CI...	1.62	.34	Heli...	Cran..	CI....	4.12	42.0	1.12x3.31	Pist..	4
Lycoming.....**C4**	Trucks.....	4-4 x5	25.60	42-2000	251.3	4.0	3	Det..	4	No...	Sep..	Iron..	PS...	L...	CI...	1.62	.31	Heli...	Accx..	CI....	4.12	44.0	1.12x3.56	Pist..	3
Lycoming.....**3S**	Cars.....	6-3 $\frac{3}{16}$x4½	24.50	.....	215.4	4.6	3	Det..	6	No...	Sep..	Iron..	PS...	L...	Sil...	1.44	.31	Opt...	Idler..	CI....	3.50	25.0	.87x2.78	Rod...	4
Lycoming.....**2S**	Cars.....	6-3⅛x4½	23.44	.....	207.1	4.6	3	Det..	6	No...	Sep..	Iron..	PS...	L...	Sil...	1.44	.31	Opt...	Idler..	CI....	3.50	25.0	.87x2.78	Rod...	4
Lycoming.....**H**	Cars.....	8-3 x4½	28.80	63-3000	254.4	4.6	3	Det..	8	No...	Sep..	Iron..	PS...	L...	Sil...	1.44	.31	Chain	None..	CI....	3.50	25.0	.87x2.78	Rod...	3
Lycoming.....**2H**	Cars.....	8-3⅛x4½	31.25	65-3000	276.1	4.6	3	Det..	8	No...	Sep..	Iron..	PS...	L...	Sil...	1.44	.31	Chain	None..	CI....	3.50	25.0	.87x2.78	Rod...	3
Lycoming.....**3H**	Cars.....	8-3 $\frac{3}{16}$x4½	32.50	70-3000	287.3	4.6	3	Det..	8	No...	Sep..	Iron..	PS...	L...	Sil...	1.44	.31	Chain	None..	CI....	3.50	25.0	.87x2.78	Rod...	3
Lycoming.....**4H**	Cars.....	8-3¼x4½	33.68	.....	298.7	4.5	3	Det..	8	No...	Sep..	Iron..	PS...	L...	Sil...	1.44	.31	Chain	None..	CI....	3.50	.....	.87x2.87	Rod...	4
Lycoming.....**4S**	C, T, & B.....	6-3¼x4½	25.25	.....	224.0	4.5	3	Det..	6	No...	Sep..	Iron..	PS...	L...	Sil...	1.44	.31	Chain	None..	CI....	3.50	.....	.87x2.87	Rod...	4
Mar Tan.....**MAL**	Cars, Rail C...	2-3⅝x3$\frac{21}{32}$	9.11	17-2600	69.9	....	3	Det..	1	No...	Sep..	Al...	Al...	I...	CI...	1.50	.37	Spur..	None..	Al*....	.....	.....	.....	.....	2
Niagara.....	C, Tr.....	4-2¾x4	12.10	15-1600	95.0	3....	3	Det..	4	No...	Int...	Iron..	Iron..	L...	CI...	1.18	.25	Spur..	None..	CI....	3.00	20.0	.62x2.50	Flo...	3
Reliable.....**10-20**	Tractors.....	2-6 x7	18.81	22-600	.....	5.0	3	Det..	2	No...	Sep..	SS...	Iron..	I...	CI...	.....	.....	Spur..	None..	CI....	.....	.....	.....	Pist..	3
Rochester—Dues....**G1**	Cars.....	4-4¼x6	28.90	78-2400	340.4	4.7	3	Int..	4	.....	Sep..	Al...	Al...	H...	Tun..	2.00	.48	Chain	None..	Al....	4.75	43.5	1.25x3.75	Pist..	3
Rochester.....**XL-1100**	Cars.....	6-3½x5	29.40	65-2400	288.6	4.3	3	Det..	6	.....	Sep..	Al...	Al...	L...	Cart	.....	.....	Heli...	Cam..	Al....	4.28	23.5	.....	Pist..	3
Rochester.....**1001**	Cars.....	6-3¾x5	33.75	84-2400	331.4	4.5	3	Det..	6	.....	Sep..	Al...	Al...	I...	Cart	.....	.....	Heli...	Cam..	Al....	4.00	23.5	.....	Pist..	3
Stearns.....**HU & H**	Buses & T.....	4-4½x6	32.40	45-1000	381.7	4.3	3, 4	Det..	4	No...	Sep..	CI...	CI...	I...	Sil...	2.00	.37	Heli...	None..	CI....	5.75	80.5	1.50x4.00	Rod...	3
Stearns.....**AU & A**	B, T, Tr.....	4-4¾x6½	36.10	50-1000	460.7	4.3	3, 4	Det..	4	No...	Sep..	CI...	CI...	I...	Sil...	2.25	.37	Heli...	None..	CI....	6.00	96.0	1.62x4.25	Rod...	4
Stearns.....**DU & D**	B, C, Tr.....	4-5½x6½	42.00	60-1000	536.4	4.3	3, 4	Det..	4	No...	Sep..	CI...	CI...	I...	Sil...	2.25	.37	Heli...	None..	CI....	6.00	96.0	1.62x4.62	Rod...	4
Stearns.....**DR**	B, C, Tr.....	4-5½x6½	42.03	100-1600	536.4	4.7	3, 4	Det..	4	No...	Sep..	CI...	CI...	I...	Sil...	2.25	.44	Heli...	None..	Dur...	6.50	59.0	1.62x4.62	Rod...	4
Stearns.....**HR**	Buses & T.....	4-4½x6	32.40	65-1600	381.7	4.7	3, 4	Det..	4	No...	Sep..	CI...	CI...	I...	Sil...	2.00	.44	Heli...	None..	Dur...	6.12	44.0	1.50x4.00	Rod...	4
Stearns.....**AR**	B, T, & Tr.....	4-4¾x6½	36.10	80-1600	460.7	4.7	3, 4	Det..	4	No...	Sep..	CI...	CI...	I...	Sil...	2.25	.44	Heli...	None..	CI....	6.00	55.0	1.62x4.25	Rod...	4
Stearns.....**E6 & EU6**	B, T, Tr.....	4-5½x6½	73.60	100-1000	926.6	4.3	3, 4	Det..	6	No...	Sep..	CI...	CI...	L...	Sil...	2.37	.44	Chain	None..	CI....	6.00	96.0	1.62x5.00	Rod...	4
Stearns.....**ER6**	B, T, Tr.....	4-5½x6½	73.60	170-1600	926.6	4.9	3, 4	Det..	6	No...	Sep..	CI...	CI...	L...	Sil...	2.37	.44	Chain	None..	Dur...	6.50	62.0	1.62x5.00	Rod...	4
Stearns.....**D6 & DU6**	B, T, Tr.....	4-5½x6½	63.00	90-1000	804.5	4.3	3, 4	Det..	6	No...	Sep..	CI...	CI...	L...	Sil...	2.37	.44	Chain	None..	CI....	6.00	96.0	1.62x4.62	Rod...	4
Stearns.....**DR6**	B, T, Tr.....	4-5½x6½	63.00	155-1500	804.5	4.9	3, 4	Det..	6	No...	Sep..	CI...	CI...	L...	Sil...	2.37	.44	Chain	None..	Dur...	6.50	59.0	1.62x4.62	Rod...	4
Stearns.....**EU4**	.....	4-5½x6½	48.40	120-1500	617.7	4.3	3	Det..	4	No...	Sep..	Iron..	.....	I...	Sil...	2.25	.44	Heli...	.....	.....	6.75	92	1.62x	Rod...	4
Stearns.....**EU**	B, T & Tr.....	4-5½x6½	48.40	120-1500	617.7	4.3	3, 4	Det..	4	No...	Sep..	CI...	CI...	I...	Sil...	2.25	.37	Heli...	None..	CI....	6.50	96	1.62x5.00	Rod...	4
Stearns.....**ER**	B, T & Tr.....	4-5½x6½	48.40	150-1700	617.7	4.7	3, 4	Det..	4	No...	Sep..	CI...	CI...	I...	Sil...	2.25	.44	Heli...	None..	Dur...	6.50	62	1.52x5.00	Rod...	4
Turmo.....**N**	C, T, B, Tr....	4-3 x4½	14.40	23-2000	127.2	4.0	3	Int..	4	No...	Sep..	Iron..	PS...	L...	CI...	1.50	.31	Heli...	None..	CI....	3.25	23.5	.75x2.75	Pist..	3
Turmo.....**S**	C, T, B, Tr....	4-3½x5	19.60	47-2000	192.4	4.0	3	Det..	4	Yes..	Sep..	SS...	PS...	L...	CI...	1.62	.31	Heli...	None..	SS....	3.75	36.5	.87x3.25	Pist..	3
Turmo.....**H**	C, T, B, Tr....	4-3¾x5	22.50	47-2000	220.9	4.0	3	Int..	4	Yes..	Sep..	SS...	PS...	L...	CI...	1.75	.37	Heli...	None..	SS....	4.00	46.0	1.00x3.50	Pist..	3
Twin City.....**TW**	T & Tr.....	4-4¼x6	28.90	45-1300	340.4	4.0	3*	Det..	4	Yes..	Int..	Iron..	Iron..	I...	CI...	1.50	.31	Heli...	None..	CI....	5.19	73.0	1.25x3.87	Rod...	4
Twin City.....**AE**	Tractors.....	4-5½x6¾	48.40	90-1500	641.4	3.8	4	Det..	4	Yes..	Int..	Iron..	Iron..	I...	CI...	1.75	.44	Heli...	None..	CI....	6.75	170.0	1.62x5.12	Rod...	4
Twin City.....**TR**	Tractors.....	4-6¼x8	62.50	66-750	981.7	4.1	4	Det..	2	No...	Sep..	Iron..	Iron..	I...	CI...	2.50	.57	Heli...	None..	CI....	7.75	290.0	1.87x5.50	Rod...	4
Twin City.....**TA**	Tractors.....	4-7¼x9	90.00	84-650	1486.0	4.0	4	Det..	1	No...	Sep..	Iron..	Iron..	L...	CI...	3.00	.69	Heli...	None..	CI....	10.00	526.0	2.19x6.75	Rod...	4
Twin City.....**BE**	Tractors.....	4-7¾x9	96.10	96-650	1698.3	3.5	4	Det..	1	No...	Sep..	Iron..	Iron..	I...	CI...	3.00	.69	Heli...	None..	CI....	10.25	582.0	2.19x7.25	Rod...	4
Twin City.....**TE**	.....	6-7¾x9	144.0	140-650	2547.5	3.5	4	Det..	1	No...	Sep..	Iron..	Iron..	I...	Sil...	3.00	.69	Heli...	None..	CI....	10.75	582	2.19x7.45	Rod...	4
Waukesha.....**Z**	T, Tr.....	4-3¼x4½	16.90	24-2000	149.3	4.5	3	Det..	4	No...	Int...	Iron..	PS...	L...	CI...	1.37	.25	Heli...	None..	CI....	3.69	29.0	.75x2.94	Pist..	3
Waukesha.....**CU**	T, B, Tr.....	4-4⅜x5¾	30.63	53-1900 42-1400	346	4.0 3.8	3	Det..	2	No...	Sep..	Al...	Iron.. Al	L...	Sil...	2.00	.34	Heli...	None..	Al.... CI....	6.19 5.56	51.0 100.0	1.25x3.75 1.25x3.75	Pist.. Pist..	6 3
Waukesha.....**GU**	T & Tr.....	4-5⅜x6¼	46.20	70-1600	567.0	3.6	3	Det..	2	No...	Sep..	Al...	Iron..	L...	Car..	2.13	.34	Heli...	None..	CI....	6.47	154.0	1.37x4.81	Pist..	3
Waukesha.....**6HL**	T & B.....	6-4¼x5¾	43.10	82-2000	490.0	3.9	3	Det..	2	No...	Sep..	Al...	Al...	L...	Sil...	2.00	.34	Heli...	None..	CI....	5.00	.....	1.37x3.69	Pist..	3
Waukesha.....**6QL**	T & B.....	6-4 x5¾	38.40	83-2200	434.0	3.8	3	Det..	2	No...	Sep..	Al...	Al...	L...	Sil...	2.00	.34	Heli...	None..	CI....	5.00	72	1.37x3.37	Pist..	3
																				Al....		45			
Waukesha.....**V**	T, B & Tr.....	4-4 x5	25.60	50-2200	251.0	4.1	3	Det..	4	No...	Int..	Iron..	Al...	L...	CI...	1.75	.34	Heli...	None..	CI....	4.34	58	1.00x3.62	Pist..	3
Waukesha.....**X**	T & Tr.....	4-3½x4½	19.05	34½-2650	173.0	4.6	3	Det..	4	No...	Int..	Iron..	PS...	L...	CI...	1.37	.25	Heli...	None..	CI....	3.69	35	.75x3.19	Pist..	3
Waukesha.....**FU**	T, B, Tr.....	4-4 x5¾	25.60	37-1400	289.0	4.3 4.5	3	Det..	2	No...	Sep..	Al...	Iron..	L...	Sil...	2.00	.34	Heli...	None..	CI.... Al....	5.56 5.84	89.0 44.0	1.25x3.37 1.25x3.37	Pist.. Pist..	3 6
Waukesha.....**DU**	T, B, Tr.....	4-4½x6¼	32.40	50-1400	397.6	3.7 4.0	3	Det..	2	No...	Sep..	Al...	Iron..	L...	Car..	2.12	.34	Heli...	None..	CI.... Al....	5.87 6.09	120.0	1.37x3.87 1.37x3.87	Pist.. Pist..	3 6
Waukesha.....**EU**	T, Tr.....	4-5 x6¼	40.00	60-1400	490.8	3.7	3	Det..	2	No...	Sep..	Al...	Iron..	L...	Car..	2.12	.34	Heli...	None..	CI....	6.25	141.0	1.37x4.44	Pist..	3
Waukesha.....**WS**	Industrial.....	4-5⅜x8	52.90	89-1200	831.0	3.7	4	Det..	2	No...	Sep..	Al...	Iron..	L...	Cart	2.50	.44	Heli...	None..	CI....	7.50	210.0	1.62x5.25	Pist..	4
Waukesha.....**WL**	Industrial.....	4-6¼x8	62.50	105-1200	982.0	3.7	4	Det..	2	No...	Sep..	Al...	Iron..	L...	Cart	2.50	.44	Heli...	None..	CI....	7.50	246.0	1.62x5.75	Pist..	4
Waukesha.....**6AL**	T & B.....	6-4½x5¾	48.60	93-2000	549.0	4.2 3.9	3	Det..	2	No...	Sep..	Al...	Al...	L...	Sil...	2.00	.34	Heli...	None..	Al.... CI....	5.34	62.5 91.0	1.37x3.75 1.37x3.75	Pist.. Pist..	4 3
W-S-Morgan																									
C4, A4, A4R	T, B, Tr.....	4-4¾x6	36.10	75-1500	425.3	4.0	3	Det..	4	Yes..	Int...	SS...	Iron*	I...	Sil...	2.31	.33	Heli...	Opt...	CI....	6.12	104.0	1.37x4.44	Rod...	3
Wisconsin.....**SU**	T, Tr.....	4-4 x5	25.60	50-2000	251.3	....	3	Det..	4	No...	Int...	Iron..	PS...	I...	CaN	1.50	.27	Heli...	Yes...	CI....	4.25	54.7	1.06x4.00	Rod...	3
Wisconsin.....**TAU**	C, T, B, Tr....	4-4 x6	25.60	46-1600	301.6	....	3	Det..	4	No...	Sep..	Al...	Al...	L...	ChN	2.03	.31	Heli...	None..	CI....	5.37	65.0	1.19x3.62	Rod...	3
Wisconsin.....**UAU**	C, T, B, Tr....	4-4¼x6	28.90	51-1600	340.4	....	3	Det..	4	No...	Sep..	Al...	Al...	L...	ChN	2.03	.31	Heli...	None..	CI....	5.12	75.0	1.19x3.87	Rod...	3
Wisconsin.....**VAU**	C, T, B, Tr....	4-4½x6	32.40	54-1600	381.7	....	3	Det..	4	No...	Sep..	Al...	Al...	L...	ChN	2.03	.31	Heli...	None..	CI....	4.94	82.0	1.19x4.12	Rod...	3
Wisconsin.....**RAU**	C, T, B, Tr....	4-4¾x6	36.10	61-1600	425.3	....	3	Det..	2	No...	Sep..	Al...	Al...	L...	ChN	2.12	.34	Heli...	None..	CI....	6.12	99.0	1.37x4.31	Rod...	3
Wisconsin.....**RBU**	C, T, B, Tr....	4-5 x6	40.00	64-1600	471.2	....	3	Det..	2	No...	Sep..	Al...	Al...	L...	ChN	2.12	.34	Heli...	None..	CI....	5.91	109.0	1.37x4.56	Rod...	3
Wisconsin.....**P**	T, B, Tr.....	6-5¾x7	79.35	125-1350	1090.6	....	4	Int...	2	No...	Sep..	Bro..	Al...	T...	ChN	2.81	.37	Heli...	None..	CI....	6.50	154.0	1.44x4.81	Pist..	4
Wisconsin.....**Y**	Cars & B.....	6-3⅝x5	27.34	75-3000	268.0	4.8	3	Det..	6	No...	Int...	Iron..	Al...	I...	Sil...	1.50	.27	Chain	None..	CI....	4.00	32.0	1.06x3.12	Rod...	3
Wisconsin.....**Z**	Buses.....	6-4½x5	48.60	103-2200	477.0	....	3	Det..	6	No...	Sep..	Al...	Al...	I...	Sil...	1.93	.38	Heli...	Yes...	CI....	4.75	.....	1.19x3.93	Rod...	4
Yellow-Sleeve.....**Z**	Buses.....	4-4 x6	25.60	56-2000	301.6	4.6	3*	Det..	4	No...	Sep..	Al...	Al...	Sl...	None	0	0	Chain	None..	CI....	4.92	66.	1.25x3.62	Pist..	3
Yellow-Sleeve.....**Y**	Buses.....	6-4¼x5½	43.35	108-2100	468.0	4.8	3	Det..	6	No...	Sep..	Al...	Al...	Sl...	None	0	0	Chain	None..	CI....	5.00	67.5	1.25x3.71	Flo...	4
Yellow Sleeve.....**HX**	Buses.....	6-3½x4½	29.40	60½-2600	260.0	5.1	3	Det..	6	No...	Sep..	Al...	Al...	Sl...	None	0	0	Chain	None..	CI....	4.44	45.6	1.00x2.97	Flo...	4
Yellow Sleeve.....**S**	C & Tr.....	4-3$\frac{7}{16}$x5	18.90	41-2300	185.6	4.8	3	Det..	4	No...	Sep..	Al...	PS...	Sl...	None	0	0	Chain	None..	CI....	4.00	34.4	1.09x3.00	Flo...	3
Yellow Sleeve.....**YZ**	Buses.....	6-4¼x5½	43.35	108-2200	468	4.8	3	Det..	6	No...	Sep..	Al...	Al...	Sl...	None	0	0	Chain	None	CI....	5.00	67.52	1.25x3.72	Flo...	4

ABBREVIATIONS:
Accx—Accessories Drive.
Al—Aluminum Alloy.
ASt—Alloy Steel.
B—Buses.
Ball—Ball Bearing
Bro—Bronze.
C—Cars.
Car—Carbon Steel.
Cam—Camshaft.
C—Passenger Cars.
Cent—Centrifugal.
Ch N—Chrome Nickel Steel.
Chr—Chromium Steel.
CI—Cast Iron.
Det—Detachable.
Dur—Duraluminum.
E—Exhaust.
Ecc—Eccentric.
Fl Pr—Full Pressure to all bearings including wrist pins.
Flo—Floating.
Heli—Helical.
I—Both valves in head.
I—Inlet.
H—Valves horizontal in head.
Int—Integral.
L—Valves at side.
Mag—Magnesium.

Specifications—Continued

CONNECTING RODS			CRANKSHAFT							OILING SYSTEM		WATER CIRCULATION		GOVERNOR			MISCELLANEOUS								
						Crank Pin	Main Bearings													Overall Dimensions (Ins.)					
							Diameter and Length (Ins.)																		
Material	Center to Center Length (Ins.)	Weight (with Bushings and Cap) Ozs.	Material	Offset (Ins.)	Counter Balances Used?	Diameter and Length (Ins.)	Number	Front	Rear	Type of System	Pump Type	Type	Pump Type	Furnished?	Type	Maximum Governed Speed (R.P.M.)	Speed at which Maximum Torque is Developed (R.P.M.)	Weight (without Carbureter or Ignition) Lbs.	Adapted for Use of Kerosene?	Width	Height	Length	Bell Housing Provided? S.A.E. Numbers	MAKE AND MODEL
Car...	9.00	43.0	Car...	None...	No...	1.75x2.00	2	1.87x2.37	1.87x2.75	Splash...	Pist...	ThS...	None..	Opt...	Cent..	2000	1000	400	No...	26⅞	30	41½	2, 3,4,5	Light...H
Car...	12.00	50.0	Car...	None...	No...	2.12x1.81	5	2.12x2.62	2.12x2.62	PrCs...	Gear..	ThS...	None..	NP...	None..	None..	1200	495	No...	20⅜	30¾	41⅝	3, 5	Lycoming...CH
Flo...	12.00	50.0	Car...	None...	No...	2.12x1.81	5	2.12x2.62	2.12x2.62	PrCs...	Gear..	ThS...	None..	NP...	None..	None..	1200	505	No...	30⅜	20⅜	41⅝	3, 5	Lycoming...CF
Car...	12.00	50.0	Car...	None...	No...	2.12x1.81	5	2.12x2.62	2.12x2.62	PrCs...	Gear..	ThS...	None..	NP...	None..	None..	1200	515	No...	30⅜	30¾	41⅝	3, 5	Lycoming...CT
Pist...	12.00	50.0	Car...	None...	No...	2.12x1.81	5	2.12x2.62	2.12x2.62	PrCs...	Gear..	Opt....	Cent..	Opt...	Opt...	Opt...	1000	520	No...	20⅜	26⅝	41⅝	3, 4, 5	Lycoming...C4
Pist...	11.94	38.0	Car...	None...	No...	2.12x1.81	5	2.12x2.62	2.12x2.62	PrCs...	Gear..	Opt....	Cent..	Opt...	Opt...	Opt...	1000	520	No...	20⅜	26⅝	41⅝	3, 4, 5	Lycoming...C4
Rod...	9.00	37.0	Car...	None...	No...	2.12x1.50	4	2.37x2.00	2.37x2.31	PrCs...	Gear..	Pump...	Cent..	NP...	None..	None..	800	555	No...	25¾	26⅞	38 1/16	4, 5	Lycoming...3S
Car...	9.00	37.0	Car...	None...	No...	2.12x1.50	4	2.37x2.00	2.37x2.31	PrCs...	Gear..	Pump...	Cent..	NP...	None..	None..	800	555	No...	25¾	26⅞	38 1/16	4, 5	Lycoming...2S
Rod...	9.00	37.0	Car...	None...	No...	2.12x1.50	5	2.37x2.68	2.37x2.68	PrCs...	Gear..	Pump...	Cent..	NP...	None..	None..	800	700	No...	25¾	26⅝	48 1/16	5	Lycoming...H
Rod...	9.00	37.0	Car...	None...	No...	2.12x1.50	5	2.37x2.68	2.37x2.68	PrCs...	Gear..	Pump...	Cent..	NP...	None..	None..	800	700	No...	25¾	26⅝	48 1/16	4	Lycoming...2H
Rod...	9.00	37.0	Car...	None...	No...	2.12x1.50	5	2.37x2.68	2.37x2.68	PrCs...	Gear..	Pump...	Cent..	NP...	None..	None..	800	700	No...	25¾	26⅝	48 1/16	4	Lycoming...3H
Car...	9.00	.....	Car...	None...	No...	2.13x1.50	5	2.37x2.69	2.37x2.69	PrCs...	Gear..	Pump...	Cent..	NP...	None..	None..	.....	.....	No...	25¾	26⅝	48 1/16	4	Lycoming...4H
Rod...	9.00	.....	Car...	None...	No...	2.13x1.50	4	2.37x2.00	2.37x2.31	PrCs...	Gear..	Pump...	Cent..	NP...	None..	None..	.....	.....	No...	25¾	26⅞	38 1/16	4, 5	Lycoming...4S
			ASt...	None...	Yes...	.....	2	.....	.....	Splash...	Ecc...	ThS...	None..	NP...	None..	None..	2000	82	No...	18	23½	16	5	Mar Tan...MAL
Flo...	7.50	25.0	Car...	None...	No...	1.44x1.75	2	1.44x2.75	1.44x2.38	SpPr...	Pist...	Pump...	Gear..	Opt...	None..	None..	.....	250	Yes...	11	18¾	37¾	.....	Niagara.....
Pist...			ASt...	None...	No...	3.00x3.00	2	3.00x5.00	3.00x5.00	FlPr...	Ecc...	Pump...	Cent..	Stk...	Cent..	600	600	1000	Yes...	.....	.....	.....	.....	Reliable...10-20
Car...	12.00	64.0	Car...	.75	Yes...	2.31x2.50	2	2.31x4.00	2.31x4.31	PrCs...	Gear..	Pump...	Cent..	NP...	None..	None..	1400	510	No...	26	35	14¼	3	Rochester Dues...GI
Car...	10.00	44.0	Car...	None...	No...	2.25x1.87	3	2.25x2.50	2.25x3.25	PrCs...	Gear..	Pump...	Cent..	NP...	None..	None..	1600	540	No...	24¼	32⅝	52	3	Rochester...XL-1100
Pist...	10.00	44.0	Car...	None...	No...	2.25x1.87	3	2.25x2.50	2.25x3.25	PrCs...	Gear..	Pump...	Cent..	NP...	None..	None..	1200	560	No...	24¼	31½	52	3	Rochester...1001
Rod...	12.50	112.0	NicS..	.50	No...	2.50x3.25	3	2.50x3.18	2.50x4.00	FlPr...	Gear..	Pump...	Cent..	Opt...	Cent..	1200	900	950	Yes...	23	38⅝	46⅝	3, 2	Stearns...HU & H
Dur...	13.25	152.0	NicS..	.50	No...	2.75x3.50	3	2.87x3.43	2.87x4.48	FlPr...	Gear..	Pump...	Cent..	Opt...	Cent..	1200	950	1400	Yes...	23	42¾	50	2	Stearns...AU & A
Dur...	13.25	152.0	NicS..	.50	No...	2.75x3.50	3	2.87x3.43	2.87x4.48	FlPr...	Gear..	Pump...	Cent..	Opt...	Cent..	1200	950	1450	Yes...	23	42¾	50	1, 2	Stearns...DU & D
Dur...	13.25	152.0	NicS..	.50	No...	2.75x3.50	3	2.87x3.43	2.87x4.48	FlPr...	Gear..	Pump...	Cent..	Opt...	Cent..	1500	1200	1400	Yes...	23	42¾	50	1,2	Stearns...DR
Dur...	12.50	112.0	NicS..	.50	No...	2.50x3.25	3	2.50x3.18	2.50x4.00	FlPr...	Gear..	Pump...	Cent..	Opt...	Cent..	1500	1200	900	Yes...	23	38⅝	46⅝	2, 3	Stearns...HR
Dur...	13.25	152.0	NicS..	.50	No...	2.75x3.50	3	2.87x3.43	2.87x4.48	FlPr...	Gear..	Pump...	Cent..	Opt...	Cent..	1500	1200	1350	Yes...	23	42¾	50	1, 2	Stearns...AR
Dur...	13.25	152.0	NicS..	None...	No...	2.75x3.50	4	2.87x4.48	2.87x4.48	FlPr...	Gear..	Pump...	Cent..	Opt...	Cent..	1200	950	1950	Yes...	25½	34½	70	1	Stearns...E6 & EU6
Rod...	13.25	152.0	NicS..	None...	No...	2.75x3.50	4	2.87x4.48	2.87x4.48	FlPr...	Gear..	Pump...	Cent..	Opt...	Cent..	1500	1200	1875	Yes...	25½	34½	70	1	Stearns...ER6
Rod...	13.25	152.0	NicS..	None...	No...	2.75x3.50	4	2.87x4.48	2.87x4.48	FlPr...	Gear..	Pump...	Cent..	Opt...	Cent..	1200	950	1900	Yes...	25½	34½	70	1	Sterns...D6 & DU6
Rod...	13.25	152.0	NicS..	None...	No...	2.75x3.50	4	2.87x4.48	2.87x4.48	FlPr...	Gear..	Pump...	Cent..	Opt...	Cent..	1500	1200	1825	Yes...	25½	34½	70	1	Stearns...DR6
Rod...	13.25	152	ASt...	.50	No...	2.75x3.50	3	2.87x3.44	2.87x4.50	FlPr...	Gear..	Pump...	Cent..	Opt...	Cent..	1400	1000	1495	Yes...	23	42¾	50	1, 2	Stearns...EU4
Rod...	13.25	152.0	NicS..	.50	No...	2.75x3.50	3	2.87x3.43	2.87x4.48	FlPr...	Gear..	Pump...	Cent..	Opt...	Cent..	1200	900	1550	Yes...	23	42¾	50	1, 2	Stearns...EU
Dur...	13.25	152.0	NicS..	.50	No...	2.75x3.50	3	2.87x4.48	2.87x4.48	FlPr...	Gear..	Pump...	Cent..	Opt...	Cent..	1500	1200	1500	Yes...	23	42¾	50	1	Stearns...ER
Car...	10.00	44.0	Car...	None...	No...	2.00x2.00	2	Ball.....	Ball.....	Splash...	Pump.	ThS...	None..	Stk...	Cent.	Opt...	1400	300	No...	24	28	27⅝	4*	Turmo...N
Car...	10.00	44.5	Car...	None...	No...	2.00x2.00	3	1.87x3.12	2.00x3.25	FlPr...	Gear..	ThS...	None..	Stk...	Cent.	Opt...	1600	465	No...	24	28	35	3*	Turmo...S
Car...	10.00	44.7	Car...	None...	No...	2.00x2.00	3	1.94x3.12	2.06x3.25	FlPr...	Gear..	Pump...	Cent..	Stk...	Cent.	Opt...	1400	475	No...	24½	28	35	3*	Turmo...H
Rod...	12.00	112.0	Car...	None...	Yes...	2.37x2.87	3	2.37x3.06	2.75x4.00	PrCs...	Gear..	Pump...	Cent..	Stk...	Cent.	1500	1000	1040	Yes...	28	42¾	40 1/16	2	Twin City...TW
Car...	14.00	248.0	Car...	None...	Yes...	3.00x3.62	3	2.87x3.75	3.12x5.75	PrCs...	Gear..	Pump...	Cent..	Stk...	Cent.	1200	600	1900	Yes...	33½	51½	52¾	None..	Twin City...AE
Car...	18.00	317.0	Car...	None...	No...	3.00x3.44	3	3.00x6.00	3.00x6.44	PrCs...	Ecc...	Pump...	Cent..	Stk...	Cent.	750	500	2200	Yes...	34⅞	52½	55⅝	None..	Twin City...TR
Car...	20.50	604.0	Car...	None...	No...	3.50x4.37	5	3.50x6.19	3.50x6.68	PrCs...	Ecc...	Pump...	Cent..	Stk...	Cent.	650	400	3800	Yes...	39	68¾	69	None..	Twin City...TA
Car...	20.50	592.0	Car...	None...	No...	3.50x4.37	5	3.50x6.19	3.50x6.68	PrCs...	Ecc...	Pump...	Cent..	Stk...	Cent.	650	350	3900	Yes...	39	68¾	69	None..	Twin City...BE
Rod...	20.05	592.0	Car...	None...	No...	3.50x4.37	7	3.50x6.19	3 50x6.68	PrCs...	Ecc...	Pump...	Cent..	Fit...	Cent.	650	350	6000	Yes...	39⅜	66	93	.....	Twin City...TE
Car...	8.75	36.7	Car...	.25	No...	2.00x1.50	3	2.00x1.87	2.00x2.50	PrCs‡.	Gear..	ThS...	None..	Opt...	Cent.	2000	1000	375	Yes...	17⅞	28	45⅛	5	Waukesha...Z
Car...	12.25	116.5	ASt...	.25	No...	2.37x2.50	3	2.37x2.50	2.50x3.25	PrCs‡.	Gear..	Pump...	Cent..	Stk...	Cent.	1600	800	940	Yes...	30½	38¾	55½	1, 2	Waukesha...CU
																1400	650							
Car...	13.25	148.0	Al....	.50	No...	2.37x3.25	3	2.37x3.25	2.50x4.00	PrCs...	Gear..	Pump...	Vane..	Stk...	Cent.	1050	600	1100	Yes...	30½	40½	62	1	Waukesha...GU
Car...	12.25	116.0	ASt...	None...	No...	2.37x2.50	4	3.00x2.62	2.62x3.00	PrCs...	Gear..	Pump...	Cent..	Opt...	Cent.	1600	900	1050	No...	25¾	41	69½	2	Waukesha...6HL
Car...	12.25	116.0	ASt...	None...	No...	2.37x2.50	4	3.00x2.62	2.62x3.00	PrCs...	Gear..	Pump...	Cent..	Opt...	Cent.	1600	900	1050	No...	25¾	41	69½	2	Waukesha...6QL
Car...	10.00	56.0	Car...	.25	No...	2.25x2.00	3	2.25x2.00	2.37x2.75	PrCs...	Gear..	Opt.....	Cent..	Opt...	Cent.	1400	1000	580	No...	21	34	48⅛	3	Waukesha...V
Car...	8.75	36.5	Car...	.25	No...	2.00x1.50	3	2.00x1.87	2.00x2.50	PrCs...	Gear..	ThS...	None..	Opt...	Cent.	1800	1050	375	No...	17⅞	27	45⅛	5	Waukesha...X
Car...	12.25	116.5	ASt...	.25	No...	2.37x2.50	3	2.37x2.50	2.50x3.25	PrCs‡.	Gear..	Pump...	Cent..	Stk...	Cent.	1400	850	825	Yes...	30½	38¾	55½	1, 2	Waukesha...FU
																1600	800	910						
Car...	13.25	122.0	ASt...	.25	No...	2.37x2.75	3	2.37x2.75	2.50x3.50	PrCs‡.	Gear..	Pump...	Cent..	Stk...	Cent.	1200	750	1000	Yes...	30½	40½	58	1, 2	Waukesha...DU
																1400	800	1000						
Car...	13.25	140.0	ASt...	.50	No...	2.37x3.25	3	2.37x3.25	2.50x4.00	PrCs‡.	Gear..	Pump...	Cent..	Stk...	Cent.	1200	650	1050	Yes...	30½	40½	62	1, 2	Waukesha...EU
Car...	18.00	232.5	ASt...	1.00	No...	3.25x2.75	5	3.75x3.75	3.75x5.50	PrCs‡.	Gear..	Pump...	Cent..	Stk...	Cent.	1000	500	1900	Yes...	30⅛	51⅜	59½	Opt...	Waukesha...WS
Car...	18.00	232.5	ASt...	1.00	No...	3.25x2.75	5	3.75x3.75	3.75x3.50	PrCs‡.	Gear..	Pump...	Cent..	Stk...	Cent.	1000	500	1980	Yes...	30⅛	51⅜	59½	Opt...	Waukesha...WL
Car...	12.25	116.0	ASt...	None...	No...	2.37x2.50	4	3.00x2.62	3.00x3.50	PrCs‡.	Gear..	Pump...	Cent..	Opt...	Cent.	1800	1000	1050	No...	25¾	40¾	69⅝	Opt...	Waukesha...6AL
																								W-S-Morgan C4, A4, A4R
Car...	3.25	140.0	ASt...	None...	Opt...	2.37x2.69	3	2.50x2.87	2.50x2.69	FlPr...	Gear..	Pump...	Cent..	Stk...	Cent.	Opt...	1000	1250	Yes...	25¾	40¼	48½	2	
ASt...	10.50	56.0	ASt...	None...	No...	2.00x2.00	3	1.94x2.50	2.06x3.00	PrCs...	Gear..	Pump...	Cent..	Opt...	None..	None..	1000	635	No...	22	34⅛	35⅛	3	Wisconsin...SU
Car...	12.00	99.0	ASt...	None...	No...	2.00x3.00	4	2.00x2.50	2.00x3.50	PrCs...	Gear..	Pump...	Cent..	Opt...	None..	None..	.....	700	No...	21½	34¾	46⅛	3	Wisconsin...TAU
Car...	12.00	99.0	ASt...	None...	No...	2.00x3.00	4	2.00x2.50	2.00x3.50	PrCs...	Gear..	Pump...	Cent..	Opt...	None..	None..	.....	715	No...	21½	34¾	46⅛	3	Wisconsin...UAU
Car...	12.00	99.0	ASt...	None...	No...	2.00x3.00	4	2.00x2.50	2.00x3.50	PrCs...	Gear..	Pump...	Cent..	Opt...	None..	None..	.....	725	No...	21½	34¾	26⅛	3	Wisconsin...VAU
Car...	12.50	121.0	ASt...	None...	No...	2.25x3.00	3	2.25x3.00	2.37x4.00	PrCs...	Gear..	Pump...	Cent..	Opt...	None..	None..	.....	890	No...	23⅞	36¼	48¾	3	Wisconsin...RAU
Car...	12.50	121.0	ASt...	None...	No...	2.25x3.00	3	2.25x3.00	2.37x4.00	PrCs...	Gear..	Pump...	Cent..	Opt...	None..	None..	.....	900	No...	23⅞	36¼	48¾	3	Wisconsin...RBU
Car...	14.00	144.0	ASt...	None...	No...	2.62x3.50	4	2.62x3.87	2.62x5.75	PrCs...	Gear..	Pump...	Cent..	Opt...	None..	None..	.....	1700	No...	28½	40	70⅛	No...	Wisconsin...P
ASt...	12.00	59.0	ASt...	None...	No...	2.50x1.50	3	2.50x2.34	2.50x2.75	PrCs...	Gear..	Pump...	Cent..	NP...	None..	None..	900	790	No...	25¾	36	41⅞	3	Wisconsin...Y
Car...	10.50	.....	ASt...	None...	No...	2.75x2.50	4	2.75x3.00	2.75x3.00	PrCs...	Gear..	Pump...	Cent..	Opt...	Opt...	.....	.....	950	No...	21⅞	34¼	52 1/16	2	Wisconsin...Z
Car...	13.37	92.0	Car...	.31	Yes...	2.37x2.37	3	3.00x2.50	3.00x3.94	PrCs...	Gear..	ThS...	None..	Stk...	Cent.	2000	900	994	No...	32¼	38	64⅛	Opt...	Yellow-Sleeve...Z
Car...	12.12	95.5	Car...	None...	No...	2.50x2.37	7	2.75x2.37	2.75x3.25	FlPr...	Gear..	Pump...	Cent..	Opt...	Cent.	2000	800	1000	No...	28	39	52	2	Yellow-Sleeve...Y
Car...	10.75	64.96	Car...	.25	No...	2.37x2.00	4	2.25x2.65	2.44x3.25	PrCs...	Gear..	Pump...	Cent..	Opt...	Cent.	1800	1200	791	No...	28⅜	36 1/16	46 11/16	3	Yellow Sleeve...HX
Car...	10.05	54.88	Car...	.31	No...	2.25x1.87	3	2.19x2.73	2.31x3.31	PrCs...	Gear..	ThS...	.....	NP...	None..	None..	1200	519	No...	21	31¼	36⅜	4	Yellow Sleeve...S
Car...	12.12	95.52	Car...	.....	.....	2.50x2.37	7	2.75x2.37	2.75x3.25	FlPr...	Gear..	Pump...	Cent..	Opt...	Cent.	1800	800	1000	No...	34½	39	50½	.....	Yellow Sleeve...YZ

NicS—Nickel Steel.
NP—No provision.
Opt—Optional.
Pist—Piston.
PrCs—Pressure to all crankshaft and connecting rod bearings, splash to other parts.

PS—Pressed Steel.
Rail C—Rail Cars.
Sep—Separate.
Sil—Silcrome Steel.
Sl—Sleeve.
Spec—Special.
SS—Semi Steel.

SpPr—Pressure to main crankshaft bearings only; splash to connecting rods and other parts.
St—Steel.
Stk—Standard Equipment.
T—Trucks.
Th—Valves opposite.

ThS—Thermo-siphon.
Tr—Tractors.
Tun—Tungsten.
*—Optional.
†—Inlet valve only.
‡—Pressure to all main crankshaft and camshaft bearings.

American Stock Rear

MAKE AND MODEL	Designed for	Maximum Load on Spring Pads (Lbs.)	Maximum Drive Shaft Torque (Lb. Ft.)	Type	Final Drive	GEAR MATERIALS (S.A.E. Nos.) First Reduction Pinion	First Reduction Gear	Final Reduction Pinion	Final Reduction Gear	GEAR RATIO First Reduction Standard	First Reduction Optional	First Reduction Optional	Final Reduction Standard	Final Reduction Optional	NOMINAL PITCH OF GEARS First Reduction	NOMINAL PITCH OF GEARS Final Reduction	FACE OF GEARS First Reduction	FACE OF GEARS Final Reduction	AXLE SHAFT Diameter at Differential End (Ins.)	AXLE SHAFT Diameter at Wheel End (Ins.)	AXLE SHAFT Material S.A.E. No.	RANGE OF SPRING CENTERS Maximum	RANGE OF SPRING CENTERS Minimum	Propulsion Taken by	Torque Taken By	Provision for Radius Rods?
Adams	75100	Cars			½ F.	S B.	2315	2315	None	None	4.77	5.11	None	None	None	4.65	None	1.25	None	1.25	1.50	3135	39		Sp.	Sp.	No.
Adams	5100	Cars			½ F.	S B.	2315	2315	None	None	4.87	None	None	None	None	4.9	None	1.00	None	1.11	1.22	3135	37		Sp.	Sp.	No.
Atlas	5002	T & Bu.	8000	Var.	F F.	I G.	2315	2320	2315	2315	1.55	1.33	None	6.60	5.60	3.40	4–5	1.25	1.75	1.49	1.49	3340	51	47	Sp.	Sp.	Yes
Atlas	LLC8	T & Bu.	12000	Var.	F F.	I G.	2315	2320	2315	2315	1.55	1.33	None	7.10	6.10	3.40	4–5	1.25	1.75	1.50	1.50	3340	53	49	Sp.	Sp.	Yes
Clark	B-365	Trucks	3600	550	½ F.	S B.	2315	2315	None	None	5.1	5.66	4.25	None	None	4.25	None	1.25	None	1.50	1.87	3140	40	38½	Sp.	Sp.	No.
Clark	B-720	Trucks	7200	1000	½ F.	S B.	2315	2315	None	None	7.00	8.00	6.22	None	None	3.33	None	1.81	None	2.06	2.75	3140	40	38½	Sp.	Sp.	No.
Clark	B-720 Bus	Buses	7200	1000	½ F	S B.	2315	2315	None	None	7.00	8.00	6.22 5.60	None	None	3.33	None	1.81	None	2.06	2.75	3140	47	42	Sp.	Sp.	No.
Clark	B-501	Trucks	5500	650	½ F.	S B.	2315	2315	None	None	6.28	5.50	None	None	None	3.48	None	1.31	None	1.62	2.25	3140	40	38½	Sp.	Sp.	No.
Columbia	12000	Cars	2000	Var.	½ F.	S B.	2320	1020	None	None	5.10	None	None	None	None	5.00	None	1.31	None	1.25	1.56	2335	40	37	Sp.	Sp.	No.
Columbia	33000	Cars	2500	Var.	½ F.	S B.	2320	1020	None	None	4.90	None	None	None	None	4.40	None	1.31	None	1.31	1.75	2335	40	37	Sp.	Sp.	No.
Columbia	53000	Trucks	4200	Var.	¾ F.	S B.	2320	2320	None	None	5.10	5.80	None	None	None	3.40	None	1.50	None	1.56	1.43	2335	40	37	Sp.	Sp.	No.
Eaton	41HB	Car	Var.	530	½ F.	S B.	2320	2320	None	None	4.63	4.45	5.0	None	None	4.50	None	1.25	None	1.37	1.75	3140	41	37	Sp.	S-A.	No.
Eaton	421R	Car	Var.	775	½ F.	S B.	2315	2315	None	None	4.72	3.86	4.15	None	None	4.24	None	1.50	None	1.50	2.00	Mol	42		T A.	T A.	No.
Eaton (Torb)	7502	Trucks	2700	400	F F.	I G.	2315	2315	2315	1050	1.83	1.57	2.33	3.43	None	5.00	5½–7	.87	1.00	1.00	1.18	3140	40¼	37½	Sp.	Sp.	No.
Eaton (Torb)	10000	Trucks	4200	560	F F.	I G.	2315	2315	2315	1050	2.00	1.79	1.57	4.00	None	4.50	5½–7	1.00	1.12	1.12	1.18	3140	39¼	37½	Sp.	Sp.	No.
Eaton (Torb)	15000	Trucks	6000	680	F F.	I G.	2315	2315	2315	1050	1.89	1.52	2.10	4.00	None	4.50	5–6	1.25	1.25	1.25	1.37	3140	40	36½	Sp.	Sp.	No.
Eaton (Torb)	25000	Trucks	8000	840	F F.	I G.	2315	2315	2315	1050	1.95	1.70	2.17	4.30	None	4.50	4½–5	1.31	1.62	1.25	1.57	3140	40¼	36⅝	Sp.	Sp.	No.
Eaton (Torb)	E4	Trucks	12000	1330	F F.	I G.	2315	2315	2315	1050	2.11	1.84	2.40	4.84	None	4.00	4–5	1.37	1.81	1.50	1.96	3140	44	39	Sp.	Sp.	No.
Eaton	501-R	Trucks	2400	330	½ F.	S B.	2315	2315	None	None	4.90	None	None	None	None	4.78	None	1.25	None	1.25	1.57	Mol	39½	Var.	Sp.	Sp.	No.
Eaton	1002	Trucks	4500	460	½ F.	S B.	2315	2315	None	None	5.30	5.66	None	None	None	4.25	None	1.25	None	1.50	2.00	Mol	40	Var.	Sp.	Sp.	No.
Eaton	1502	Trucks	5500	675	½ F.	S B.	2315	2315	None	None	5.66	6.37	6.62	None	None	....	None	1.25	None	1.37	2.00	Mol	40	Var.	Sp.	Sp.	No.
Eaton	2100	Trucks	7000	900	F F.	S B.	2315	2315	None	None	4.89	None	None	None	None	3.14	None	1.75	None	1.75	1.75	Mol	46	42	Sp.	Sp.	No.
Eaton	30000	Trucks	7000	1000	F F.	D R.	2315	2315	2315	2315	2.54	None	None	3.20	None	3.70	4.50	1.37	3.00	1.75	1.75	Mol	39½	37½	Sp.	Sp.	No.
Eaton	40000HB	Truck	10000	1300	F F.	D R.	2315	2315	2315	2315	1.84	None	None	2.69	None	3.80	4.20	1.62	3.00	2.00	2.00	Mol	44½	42	Sp.	Sp.	No.
Eaton	41000	Truck	10000	1000	F F.	D R.	2315	2315	2315	2315	2.84	None	None	3.20	None	3.67	4.50	1.62	3.00	2.00	2.00	Mol	41¼	38¾	Sp.	Sp.	No.
Eaton	60000	Bus	12000	1830	F F.	D R.	2315	2315	Spec.	Spec.	2.11	1.68	None	2.67	None	3.90	4.33	1.25	3.50	2.25	2.00	Mol	50	Var.	Sp.	Sp.	No.
Eaton	62000	Bus	14000	2000	F F.	D R.	2315	2315	2315	2315	1.54	None	None	2.67	None	....	None	1.75	3.50	2.25	2.25	Mol	45	42	Sp.	Sp.	No.
Eaton	65000	Truck	14000	1800	F F.	D R.	2315	2315	2315	2315	2.67	None	None	3.40	None	3.63	4.00	1.75	3.50	2.25	2.25	Mol	44½	42¼	Sp.	Sp.	No.
Eaton	100000	Truck	20000	2850	F F.	D R.	2315	2315	2315	2315	3.30	None	None	3.35	None	3.58	4.00	1.87	3.75	2.75	2.75	Mol	46	44½	Sp.	Sp.	No.
Flint	77-BA-10	Trucks	4500	125	½ F.	S B.	2320	3115	None	None	5.10	None	None	.....	None	4.00	None	1.50	.....	1.31	2.12	3135	40½	38¼	Sp.	Sp.	Yes
Flint	90-BA-10	Buses	6000	155	½ F.	S B.	Spec	Spec	None	None	5.33	6.30	None	None	None	3.50	None	1.75	None	1.75	2.18	3135	38½	36	Sp.	S-A.	No.
Flint	70-BA-10	T & Bu.	4000	125	F F.	S B.	2320	3115	None	None	4.90	5.50	6.00	None	None	4.00	None	1.37	None	1.50	1.50	3135	39½	36	S-A.	S-A.	No.
Salisbury	A	Cars	2400	Var.	¾ F.	S B.	2320	2320	None	None	4.75	5.00	4.50	None	None	4.43	None	1.37	None	1.37	1.37	3140	41⅜	36½	S-A.	S-A.	No.
Salisbury	H	Cars	2300	Var.	½ F.	S B.	2320	2320	None	None	4.45	4.81	None	None	None	4.80	None	1.12	None	1.22	1.56	5135	42¾	39	Sp.	Sp.	No.
Salisbury	F	Cars	2800	450	½ F.	S B.	2320	2320	None	None	4.8	None	None	None	None	4.8	None	1.31	None	1.37	1.75	5135	42¾	38	Sp.	Sp.	No.
Salisbury	J	Cars	2000	300	½ F.	S B.	2315	3115	None	None	4.9	5.1	None	None	None	5.43	None	1.00	None	1.12	1.37	3140	42½	35	Sp.	Sp.	No.
Salisbury	C	Cars	2200	Var.	½ F.	S B.	2320	2320	None	None	4.75	5.00	None	None	None	4.68	None	1.18	None	1.25	1.50	3140	41⅜	36½	Sp.	Sp.	No.
Salisbury	D	Trucks	4000	140	¾ F.	S B.	2320	2320	None	None	5.85	None	None	None	None	3.40	None	1.50	None	1.50	1.50	3140	41½	38	Sp.	Sp.	No.
Sheldon	501	Trucks		Var.	½ F.	Wo.	Spec	Bro	None	None	5.50	14.67	.....	None	None	....	None	....	None	1.37	1.57	2340	42	35	Sp.	Sp.	No.
Sheldon	W1002	Trucks	2670	Var.	½ F.	Wo.	Spec	Bro	None	None	5.20	7.75	9.67	None	None	....	None	....	None	1.37	1.96	2340	40	38	Sp.	Sp.	No.
Sheldon	W1501	Trucks	3650	Var.	½ F.	Wo.	Spec	Bro	None	None	5.50	6.50	8.75	None	None	....	None	....	None	1.50	2.17	2340	39	35	Sp.	Sp.	No.
Sheldon	W103	Trucks	5500	Var.	½ F.	Wo.	Spec	Bro	None	None	5.50	7.75	10.67	None	None	....	None	....	None	1.68	2.37	2340	41¼	32	Sp.	Sp.	No.
Sheldon	Series 14000	Trucks	14000	Var.	½ F.	Wo.	....	....	None	None	10.25	11.75	None	None	None	....	None	....	None	2.31	3.50	Mol	44	38	Sp.	Sp.	Yes
Sheldon	Series 10000	T & Bu.	10000	Var.	½ F.	Wo.	....	....	None	None	7.75	8.50	None	None	None	....	None	....	None	1.87	2.94	Mol	41	37	Sp.	Sp.	Yes
Sheldon	W21	Trucks	6260	Var.	½ F.	Wo.	Spec	Bro	None	None	5.67	8.75	9.50	None	None	....	None	....	None	1.87	2.75	2340	41	32	Sp.	Sp.	No.
Sheldon	W31	Trucks	12500	Var.	½ F.	Wo.	Spec	Bro	None	None	8.75	11.75	13.00	None	None	....	None	....	None	2.25	3.34	Spec	44	38	Sp.	Sp.	No.
Sheldon	W51	Trucks	14600	Var.	½ F.	Wo.	Spec	Bro	None	None	8.75	10.25	13.00	None	None	....	None	....	None	2.43	3.75	2340	46	43	Sp.	Sp.	No.
Sheldon	Series 7000	T & Bu.	7000	Var.	½ F.	Wo.	....	....	None	None	5.50	6.50	None	None	None	....	None	....	None	1.62	2.37	Mol	40	37	Sp.	Sp.	Yes
Sheldon	Series 5000	T & Bu.	5000	Var.	½ F.	Wo.	....	....	None	None	5.50	None	None	None	None	....	None	....	None	1.44	2.19	Mol	30½	26½	Sp.	Sp.	Yes
Timken	5214	Cars	2550	Var	½ F.	S B.	6115	6115	None	None	4.31	4.67	5.09	None	None	5.00	None	1.25	None	1.37	1.50	3240	41	38	Sp.	Opt.	No.
Timken	5716	Cars	4000	Var.	F F.	S B.	6115	6115	None	None	3.77	4.08	4.58	None	None	4.50	None	1.50	None	1.62	1.62	3240	39	38	Sp.	T A.	.....
Timken	6258	Trucks	5500	Var.	½ F.	Wo.	3120	Bro	None	None	5.00	6.25	7.75	None	None	Spec	None	Spec	None	1.62	2.12	3240	39	39	Sp.	Sp.	Yes
Timken	6462	Trucks	7000	Var.	½ F.	Wo.	3120	Bro	None	None	5.00	7.25	9.25	None	None	Spec	None	Spec	None	1.90	2.62	3240	39½	38½	Opt.	Opt.	Yes
Timken	6566	Trucks	10000	Var.	F F.	Wo.	3120	Bro	None	None	5.40	7.25	9.25	None	None	Spec	None	Spec	None	1.90	1.90	3240	39½	38½	Opt.	Opt.	Yes
Timken	6666	Trucks	14000	Var.	F F.	Wo.	3120	Bro	None	None	6.40	8.75	10.33	None	None	Spec	None	Spec	None	2.25	2.25	3240	44¾	44¾	Opt.	Opt.	Yes
Timken	6760	Trucks	17000	Var.	F F.	Wo.	3120	Bro	None	None	8.80	10.25	11.67	None	None	Spec	None	Spec	None	2.62	2.62	3240	46	46	Opt.	Opt.	Yes
Timken	5620	T & Bu.	5500	Var.	½ F.	S B.	6115	6115	None	None	5.50	6.10	4.91	None	None	3.50	None	1.75	None	1.75	2.37	3240	39	39	Sp.	Sp.	No.
Timken	6518	Bus	10000	Var.	F F.	Wo.	3120	Bro	None	None	4.80	5.40	6.80	None	None	Spec	None	Spec	None	1.90	1.90	3240	50	49	Opt.	Opt.	Yes
Timken	6422	Bus	14000	Var.	F F.	Wo.	3120	Bro	None	None	4.80	5.40	6.80	None	None	Spec	None	Spec	None	2.25	2.25	3240	50	49	Opt.	Opt.	Yes
Timken	6522	Bus	7500	Var.	F F.	Wo.	3120	Bro	None	None	5.00	6.00	7.00	None	None	Spec	None	Spec	None	1.90	1.90	3240	50	49	Opt.	Opt.	Yes
U. S.	10000	Cars	2600	150	½ F.	S B.	2315	2315	None	None	4.38	4.80	None	None	None	5.00	None	....	None	1.25	1.56	Spec	40	30	Opt.	Opt.	No.
Vig-Tor	305	C & T.	2100	100	½ F.	S B.	2315	1020	None	None	4.90	3.77	5.45	None	None	5.00	None	1.25	None	1.12	1.56	3140	40½	37½	S-A.	S-A.	Opt.
Vig-Tor	307	C & T.	3000	120	½ F.	S B.	2315	2315	None	None	4.45	3.77	6.13	None	None	4.25	None	1.31	None	1.37	1.75	3140	40½	37	S-A.	S-A.	Opt.
Vig-Tor	425	T & Bu.	9000	200	F F.	I G.	2315	2315	2315	1020	1.00	None	None	9.41	5.40	3.50	5–7	1.00	1.75	1.37	1.37	3140	40	37	Sp.	Sp.	Opt.
																							52	39	T A.	T A.	
Vulcan	3R	Trucks	6500	6000	F F.	Wo.					7.75	5.20	.....	6.50	9.66	....	None	....	None	1.81	1.81	3140	40	36	Sp.	Sp.	Yes
Vulcan	4R	Trucks	10500	9000	F F.	Wo.	3120	Bro	None	None	7.75	6.80	8.56	None	None	....	None	....	None	2.06	2.06	3140	40	36	Sp.	Sp.	Yes
Wisconsin	1000-B	Trucks	16000	Var.	½ F.	Wo.	Spec	Spec	None	None	10.33	11.75	.....	None	None	Spec	None	Spec	None	.....	.....	40¾	48	38	Sp.	Sp.	No.
Wisconsin	800-GC	Trucks	4000	Var.	½ F.	Wo.	Spec	Spec	None	None	6.70	7.75	8.60	None	None	Spec	None	Spec	None	1.62	2.31	3140	40	38	Sp.	Sp.	No.
Wisconsin	800-HA	Trucks	5500	Var.	½ F.	Wo.	Spec	Spec	None	None	7.25	6.25	9.33	None	None	Spec	None	Spec	None	1.75	2.56	3140	40	38	Sp.	Sp.	No.
Wisconsin	800-J-JC	Trucks	8000	Var.	½ F.	Wo.	Spec	Spec	None	None	7.75	8.66	9.66	None	None	Spec	None	Spec	None	2.00	2.68	3140	40	38	Sp.	Sp.	No.
Wisconsin	470	T & Bu.	6000	Var.	F F.	D R.	2512	2315	2512	Spec.	2.30	2.00	.....	4.60	7.25	3.00	.8	1.37	1.75	1.87	1.87	3140	40	36	Sp.	Sp.	No.
Wisconsin	42	T & Bu.	6000	Var.	½ F.	D R.	2512	2315	2512	Spec.	2.30	2.00	.....	4.60	7.25	3.00	.8	1.37	1.75	1.87	2.55	3140	40	36	Sp.	Sp.	
Wisconsin	1600	Trucks	18000	Var.	F F.	D R.	2512	2315	2512	Spec.	2.30	.....	.....	11.00	9.40	3.00	.8	1.75	2.50	2.75	2.75	3140	48	40¾	Sp.	Sp.	No.
Wisconsin	1000F	Trucks	18000	Var.	F F.	Wo.	Spec	Spec	None	None	10.30	11.75	None	None	None	Spec	None	Spec	None	2.75	2.75	3140	48	40¾	Sp.	Sp.	No.
Wisconsin	67-B-C	Buses	9000	Var.	½ F.	D R.	2512	2315	2512	Spec.	2.30	2.00	1.75	4.42	5.30	3.00	.8	1.37	1.87	2.00	2.75	3140	48	38	Sp.	Sp.	No.
Wisconsin	70-A	T & Bu.	7300	Var.	½ F.	D R.	2512	2315	2512	Spec.	2.30	2.00	.....	5.30	9.20	3.00	.8	1.37	1.87	2.00	2.50	3140	40	38	Sp.	Sp.	No.
Wisconsin	1200	Trucks	12000	Var.	F F.	D R.	2512	2315	2512	Spec.	2.30	.....	.....	8.60	9.40	3.00	.8	1.60	2.30	2.25	2.25	3140	44½	43	Sp.	Sp.	
Wisconsin	6700-6730	Buses	10000	Var.	F F.	D R.	2512	2315	2512	Spec.	2.30	2.00	1.75	4.42 5.30	7.00	3.00	.8	1.60	2.00	2.00	2.00	3140	43	38	Sp.	Sp.	No.
Wisconsin	6740-6750	Buses	10000	Var.	F F.	D R.	2512	2315	2512	Spec.	2.30	2.09	1.75	4.40 5.30	7.00	3.00	.8	1.60	2.00	2.00	2.00	3140	50	46	Sp.	Sp.	
Wisconsin	88-E	Trucks	10000	Var.	½ F.	D R.	2512	2315	2512	Spec.	2.30	2.00	None	8.66	10.40	3.50	4–5	1.37	2.25	2.00	3.00	3140	41	38½	Sp.	Sp.	No.
Wisconsin	908-CA	Trucks	10000	Var.	½ F.	Wo.	2512	2315	2512	Spec.	.....	2.00	None	7.75	10.66	....	.....	.....	.....	2.00	3.00	3140	41	38½	Sp.	Sp.	No.
Wisconsin	130-BG-F	Trucks	12000	Var.	½ F.	D R.	2512	2315	2512	Spec.	2.30	2.00	None	9.40	7.75	3.50	4–5	1.37	2.25	2.25	3.37	3140	44½	42	Sp.	Sp.	No.
Wisconsin	125-K	Buses	12000	Var.	½ F.	D R.	2512	2315	2512	Spec.	2.30	2.00	None	6.20	7.25	3.50	4–5	1.37	2.25	2.00	3.25	3140	50⅝	45	Sp.	Sp.	No.
Wisconsin	900-D-DA-E	Trucks	12000	Var.	½ F.	Wo.	2512	2315	2512	Spec.	.....	2.00	None	10.00	11.66	....	.....	.....	.....	2.25	3.37	3140	40½	39	Sp.	Sp.	No.
Wisconsin	660	Trucks	9000	Var.	F F.	D R.	2512	2315	2512	Spec.	2.30	2.00	None	7.10	9.20	3.50	4.50	1.37	1.75	2.00	2.00	3140	40	38	Sp.	Sp.	No.
Wisconsin	88EF	Trucks	10000	Var.	F F.	D R.	2512	2315	2512	Spec.	2.30	2.00	None	8.66	9.40	3.50	4.50	1.37	2.25	2.00	2.00	3140	41	38½	Sp.	Sp.	No.
Wisconsin	1300K	Buses	12000	Var.	F F.	D R.	2512	2315	2512	Spec.	2.30	2.00	None	6.00	8.60	3.50	4.50	1.37	2.25	2.26	2.25	3140	50	45	S-A.	S-A.	No.

ABBREVIATIONS:

§—Gear Manufacturers
A A—Above Axle
B—Bevel
Bev—Bevel
B-L—Brown-Lipe
B-L-C—Brown-Lipe-Chapin
B A—Below Axle
B-R—Ball and Roller
Bro—Bronze
Bu—Buses
C—Cars
Car—Carbon
CS—Cast Steel
D R—Double Reduction
Ext D S—External Driveshaft
Ext Rw—External Rear Wheels
F F—Full Floating
½ F—Semi-Floating
¾ F—Three-quarter Floating
F & R—Front and Rear
Gre—Grease
Hyd—Hydraulic Brakes
I F—Inside of Frame

Axle Specifications

Designed for Hotchkiss Drive?	Location of Spring Pads	DIFFERENTIAL: Make	DIFFERENTIAL: Type	DIFFERENTIAL: Number of Pinions	SERVICE BRAKE: Type and Location	SERVICE BRAKE: Diameter of Drum (Ins.)	SERVICE BRAKE: Lining: Width (Ins.)	SERVICE BRAKE: Lining: Thickness (Ins.)	EMERGENCY BRAKE: Type and Location	EMERGENCY BRAKE: Diameter of Drum (Ins.)	EMERGENCY BRAKE: Lining: Width (Ins.)	EMERGENCY BRAKE: Lining: Thickness (Ins.)	Location of Brake Shaft Arms	BEARINGS: First Reduction Pinion	BEARINGS: Final Reduction Pinion	BEARINGS: At Differential	BEARINGS: At Wheels	BEARINGS: On Pinion Shaft	Axle Housing Material (S.A.E. No.)	Minimum Road Clearance With Regular Tire Size (Ins.)	Tread (Ins.)	Weight (Lbs.)	Recommended Lubricant	MAKE AND MODEL
Yes	B A	New P	B	2					Int-Rw	1.75		1/2	O F	Roller		Roller	Roller	Ball	Ma I			No. F	Adams 75100
Yes	B A	New P	B	2	Ext-Rw	11	2	1/2	Int-Rw				O F	Roller		Ball	Roller	Roller	Ma I			No. F	Adams Star 75002
Yes	A A	B-L-C	B	4	Int-Rw	21	3	1/4	None				O F	Ball	Ball	Ball	Roller	Ball	Ma I	8 –36	72	850	Oil	Atlas LC8
Yes	A A	B-L-C	B	4	Int-Rw	24	3	1/4	Int-Rw	24	3	1/4	O F	Ball	Ball	Ball	Roller	Ball	Ma I	5 5/8 –34	75	1000	Oil	Atlas LC12
Yes	A A	Frost	B	4	Int-Rw	16	2	1/2	Int-Rw	16	2	1/2	I F		None	Roller	Roller	Ball	Steel	9 –32	56	365	Oil	Clark B-365
Yes	A A	Own	B	4	Int-Rw	17 1/2	2 1/2	1/2	Int-Rw	17 1/2	2 1/2	1/2	I F		None	Roller	Roller	Ball	Steel	8 3/4 –36	60 3/4	760	Oil	Clark B-720
Yes	A A	B-L-C	B	4	Int-Rw	17 1/2	2 1/2	1/2	Int-Rw	17 1/2	2 1/2	1/2	I F		None	Roller	Roller	Ball	Steel	8 3/4 –36	72	785	Oil	Clark B-720 Bus
Yes	A A	B-L-C	B	4	Int-Rw	16	2 1/4	3/4	Int-Rw	16	2 1/4	1/2	I F		None	Roller	Roller	Ball	Steel	9 1/2 –34	57 1/4	370	Oil	Clark B-501
Yes	Opt	B-L-C	B	4	Ext-Rw	14	2	1/2	Int-Rw	14	1 3/4	1/2	Opt	Roller	None	Roller	Roller	Roller	Spec	11 –32	56	240	Oil	Columbia 12000
									Ext-D S‡															
Yes	Opt	B-L-C	B	4	Ext-Rw	16	2 1/2	1/2	Int-Rw	16	2 1/4	1/2	Opt	Roller	None	Roller	Roller	Roller	Spec	10 –32	56	270	Oil	Columbia 33000
									Ext-D S‡															
Yes	Opt	B-L-C	B	4	Ext-Rw	16	2 1/2	1/4	Int-Rw	16	2 1/4	1/2	Opt	Roller	None	Roller	Roller	Roller	Spec	10 –34	58	320	Oil	Columbia 53000
									Ext-D S‡															
Yes	Opt	B-L	B	4	Ext-Rw	14 3/4	2	1/2	None				No	Ball	None	Roller	Roller	Ball	Steel	9 3/4 –32	56	Var	Oil	Eaton 41HB
Yes	B A	B-L	B	4	Int-Rw	15 5/8	2	1/2	None				I F	Roller	Roller	Roller	Roller	Ball	Steel	9 1/4 –33	58 1/2	335	Oil	Eaton 421R
Yes	A A	Frost	B	4	Ext-Rw	14	2 1/2	1/2	Int-Rw	13 5/8	2	1/2	I F	Roller	Roller	Roller	Roller	Roller	1040	11 1/2 –32	56	285	Oil	Eaton (Torb) 7502
Yes	A A	Frost	B	4	Ext-Rw	15	2 1/2	1/2	Int-Rw	14 5/8	2 1/4	1/2	I F	Roller	Roller	Roller	Roller	Roller	1040	12 1/2 –34	56	385		Eaton (Torb) 10000
Yes	A A		B	4	Int-Rw	18	2 1/2	1/4	Int-Rw	18	1 3/4	1/4	I F	Roller	Ball	Roller	Roller	Roller	1040	12 3/4 –36	57 3/4	560	Oil	Eaton (Torb) 15000
Yes	A A		B	4	Int-Rw	20	2 1/2	1/4	Int-Rw	20	1 3/4	1/4	I F	Roller	Ball	Roller	Roller	Roller	1040	12 –36	60 1/2	720	Oil	Eaton (Torb) 25000
Yes	A A		B	4	Int-Rw	19	3 1/2	1/2	Ext-D S	10	4 1/2	1/2	I F	Roller	Ball	Roller	Roller	Roller	1040	12 1/2 –36	67 1/4	1100	Oil	Eaton (Torb) E4
Yes	Opt	B-L	B	2	Int-Rw	13 5/8	2	1/2	None				I F	Ball	None	Roller	Roller	Ball	Steel	8 1/2 –	56	Var	Oil	Eaton 501-R
Yes	Opt	B-L	B	4	Ext-Rw	14	2 1/2	1/2	Int-Rw	13 5/8	2	1/2	I F	Ball	None	Roller	Roller	Ball	Ma I	8 3/4 –32	56	Var	Oil	Eaton 1002
Yes	A A	B-L	B	4	Int-Rw	16	2 1/4	1/2	Int-Rw	15 5/8	2 1/4	1/2	I F	Ball	None	Roller	Roller	Ball	Ma I	10 3/4 –36	58	Var	Oil	Eaton 1502
Yes	Opt	B-L	B	4	Int-Rw	16 1/8	3 1/2	1/2	None				I F	Ball		Roller	Roller	Ball	Ma I	9 –34	64 1/4	Var	Oil	Eaton 2100
Yes	A A	Frost	B	4	Int-Rw	16 1/8	3 1/2	1/2	None				I F	Ball	Ball	Ball	Roller	Ball	Ma I	10 3/4 –34	57 1/2		Oil	Eaton 30000
Yes	Opt	Frost	B	4	Int-Rw	16 1/8	4 1/2	1/4	None				I F	Ball	Ball	Ball	Roller	Ball	Ma I	10 3/4 –34	67 1/2		Oil	Eaton 40000HB
Yes	Opt	Frost	B	4	Int-Rw	16 1/8	5	1/4	None				I F	Ball	Ball	Ball	Roller	Ball	Ma I	12 3/4 –38	61 3/4		Oil	Eaton 41000
Yes	B A	B-L	B	4	Int-Rw	20	5	1/4	None				I F	Ball	Ball	Ball	Roller	Ball	Steel	11 1/4	73	Var	Oil	Eaton 60000
Yes	Opt	Frost	B	4	Int-Rw	20	5	1/4	None				I F	Ball	Ball	Ball	Roller	Ball	Ma I	11 –38	67 3/4		Oil	Eaton 62000
Yes	Opt	Frost	B	4	Int-Rw	20	5	1/4	None				I F	Ball	Ball	Ball	Roller	Ball	Ma I	10 –36	67 3/4		Oil	Eaton 65000
Yes	Opt	Frost	B	4	Int-Rw	24	4 1/2	1/4	None				I F	Ball	Ball	Ball	Roller	Ball	Ma I	11 –40	70		Oil	Eaton 100000
Yes	A A	New P	B	2	Int-Rw	14	2	1/2	Int-Rw	14	2	1/2	Opt	Roller	Roller	Roller	Roller	Roller	Steel	8 –30	56	250	Oil	Flint 77-BA-10
Yes	A B	New P	B	4	Ext-Rw	16	2 3/4	1/2	Int-Rw	16	2 3/4	1/2	Opt	Ball	None	Roller	Ball	Ball	Ma I	7 1/2 –30	56	507	Oil	Flint 90-BA-10
Yes	A A	New P	B	4	Ext-Rw	14	2 3/4	1/2	Int-Rw	14	2 3/4	1/2	I F	B-R	None	B-R	B-R	Ball	Ma I	9 1/2 –34	56	390	Oil	Flint 70-BA-10
Yes	Opt	B-L-C	B	4	Ext-Rw	14 3/8	2	1/2	Int-Rw	14	2	1/2	Opt	Ball	None	Roller	Ball	Ball	1030	8 1/2 –32	56	304	Oil	Salisbury A
Yes	B A	B-L-C	B	2	Ext-Rw	12	1 3/4	1/2	None				O F	Roller	None	Roller	Roller	Ball	1015	10 –32	56	165	Oil	Salisbury H
Yes	B A	B-L-C	B	2	Ext-Rw	14	2	1/2	None	No	No	No	Hyd	Ball	None	Roller	Roller	Ball	1015	9 1/2 –32	56 1/2	196	Oil	Salisbury F
Yes	B A	New P	B	2	Ext-Rw	12	1 1/2	1/2	None	No	No	No	Hyd	Ball	None	Roller	Roller	Ball	1015	9 1/2 –30	56	137	Oil	Salisbury J
Yes	Opt	B-L-C	B	2	Ext-Rw	12 1/2	2	1/2	Int-Rw	12	2	1/2	Opt	Ball	None	Roller	Roller	Ball	1030	9 1/2 –32	56	210	Oil	Salisbury C
Yes	Opt	B-L-C	B	4	Ext-Rw	16 3/8	2	1/2	Int-Rw	16	2	1/2	Opt	Ball	None	Roller	B-R	Ball	1030	9 1/2 –34	56	370	Oil	Salisbury D
Yes	Opt		B		Int-Rw	12	†4	1/4	Int-Rw	12	†4	1/4	Opt		None	Ball	B-R	Roller	Ma I	13 1/4 –36	56	286	No. F	Sheldon 501
Yes	Opt		B		Int-Rw	14	†5	1/4	Int-Rw	14	†5	1/4	Opt		None	Ball	B-R	Ball	Ma I	12 1/4 –36	56	460	No. F	Sheldon W1002
Yes	Opt		B		Int-Rw	16	†5 1/2	1/4	Int-Rw	16	†5 1/2	1/4	Opt		None	Ball	B-R	Ball	Ma I	11 –36	57	621	No. F	Sheldon W1501
Yes	Opt		B		Int-Rw	18	†6	1/4	Int-Rw	18	†6	1/4	Opt		None	Ball	B-R	Ball	Ma I	10 1/2 –36	62*	813	No. F	Sheldon W103
Yes	Opt	Own	B	4	Int-Rw	21	7	1/4	Int-Rw	21	7	1/4	I F		None	Ball	B-R	Ball	Ma I	11 –36	72	1250	Oil	Sheldon Series 14000
Yes	Opt	Own	B	4	Int-Rw	17	6	1/4	Int-Rw	17	6	1/4	I F		None	Ball	B-R	Ball	Ma I	9 3/4 –36	65	850	Oil	Sheldon Series 10000
Yes	Opt		B		Int-Rw	18	†6	1/4	Int-Rw	18	†6	1/4	Opt		None	Ball	B-R	Ball	Ma I	9 3/4 –36	60*	941	No. F	Sheldon W21
Yes	Opt		B		Int-Rw	20	†8 1/8	1/4	Int-Rw	20	†8 1/8	1/4	Opt		None	Ball	B-R	Ball	Steel	11 –40	69 3/4	1436	No. F	Sheldon W31
Yes	Opt		B		Int-Rw	24	†8 3/4	1/4	Int-Rw	24	3/4	1/4	Opt		None	Ball	B-R	Ball	Steel	10 1/2 –40	70 3/4	2064	No. F	Sheldon W51
Yes	Opt	Own	B	4	Int-Rw	17	4	1/4	Int-Rw	17	4	1/4	I F		None	Ball	B-R	Ball	Ma I	11 –36	60 66 1/2	660	Oil	Sheldon Series 7000
Yes	Opt	Own	B	2	Int-Rw	17	3	1/4	Int-Rw	17	3	1/4	I F		None	Ball	B-R	Ball	Ma I	12 1/2 –36	56	390	Oil	Sheldon Series 5000
Yes	Opt	Own	B	4	Ext-Rw	14 3/8	2	1/2	Int-Rw	13 5/8	1 3/4	1/2	I F	Roller	None	Roller	Roller	Roller	1010	9 1/2 –32	56	225	Spec	Timken 5214
No	Opt	Own	B	4	Ext-Rw	16	2 1/2	1/2	Int-Rw	15 5/8	2 1/2	1/2	I F	Roller	None	Roller	Roller	Roller	1010	10 –34	56	335	Spec	Timken 5716
Yes	Opt	Own	B	4	Int-Rw	15	3 1/2	1/4	Int-Rw	15	3 1/2	1/4	F&R	Roller	None	Roller	Roller	Roller	1010	9 1/4 –32	56	400	Spec	Timken 6258
Yes	Opt	Own	B	4	Int-Rw	17 1/4	4 1/8	1/4	Int-Rw	17 1/4	4 1/8	1/4	F&R	Roller	None	Roller	Roller	Roller	1010	9 3/4 –34	60	675	Spec	Timken 6462
Yes	Opt	Own	B	4	Int-Rw	18	5 3/4	1/4	Int-Rw	18	5 3/4	1/4	F&R	Roller	None	Roller	Roller	Roller	1010	9 1/2 –36	58 1/2	850	Spec	Timken 6566
Yes	Opt	Own	B	4	Int-Rw	21	5 3/4	1/4	Int-Rw	21	5 3/4	1/4	F&R	Roller	None	Roller	Roller	Roller	1010	9 1/2 –38	65 1/4	1290	Spec	Timken 6666
Yes	Opt	Own	B	4	Int-Rw	24	5 7/8	1/4	Int-Rw	24	5 7/8	1/4	F&R	Roller	None	Roller	Roller	Roller	1010	10 1/4 –40	69 1/2	1700	Spec	Timken 6760
Yes	Opt	Own	B	4	Int-Rw	16	2 1/4	3/4	Ext-Ds§				I F	Roller	None	Roller	Roller	Roller	1010	9 –34	56	450	Spec	Timken 5620
Yes	Opt	Own	B	4	Int-Rw	17 1/4	5	1/4	Ext-Ds§				I F	Roller	None	Roller	Roller	Roller	1010	5 1/2 –34	72	900	Spec	Timken 6518
Yes	Opt	Own	B	4	Int-Rw	17 1/4	5	1/4	Ext-Ds§				I F	Roller	None	Roller	Roller	Roller	1010	6 1/2 –36	72	1100	Spec	Timken 6422
Yes	Opt	Own	B	4	Int-Rw	17 1/4	3 1/2	1/4	Ext-Ds§				I F	Roller	None	Roller	Roller	Roller	1010	6 1/2 –32	72	950	Spec	Timken 6522
Yes	B A	B-L	B	4	Int-Rw	14	1 3/4	1/2	Int-Rw	14	1	1/2	I F	Roller	None	Roller	Roller	Roller	1020	10 –32	56	250	No. F	U. S. 10000
Opt	Opt	Van-Dorn	B	2	Int-D S	9	3	1/2	Int-Rw	10 5/8	1 3/4	1/2	Opt	Ball	None	Roller	Roller	Steel	10	–33	56	225	Oil	Vig-Tor 305
Opt	Opt	Van-Dorn	B	4	Int-D S	9 1/2	3	1/2	Int-Rw	14	2	1/2	Opt	Ball	None	Roller	Roller	Steel	10	–34	56	300	Oil	Vig-Tor 307
Opt	Opt		B	4	Int-D S	9	4 1/2	1/2	Int-Rw	18	3	1/4	Opt	Roller	Roller	Roller	Roller	Roller	1045	13 –36	60*	750	Oil	Vig-Tor 425
	A A	Own	B	4	Int-Rw	18	2	1/4	Int-Rw	18	2	1/4	I F	Ball	None	Roller	Roller		C S	12 –34	58	700	Oil	Vulcon 3R
Yes	A A	Own	B	4	Int-Rw	20	2	1/4	Int-Rw	20	2	1/4	I F	Ball	Ball	Roller	Roller		C S	11 –36	56 1/2	850	Oil	Vulcon 4R
Yes	A A	Own	B	4	Int-Rw	24	3 1/2	1/2	Int-Rw	18	3 1/2	1/2	I F			None	Ball	Ball	Ma I	11 –42	70 1/2	1400	Oil	Wisconsin 1000-B
Yes	A A	Own	B	4	Int-Rw	17	3	1/2	Int-Rw	12 1/4	2 1/2	1/2	I F	Ball	Roller	Ball	Roller	Ball	Ma I	11 –36	57 1/2	510	Oil	Wisconsin 800-GC
Yes	A A	Own	B	4	Int-Rw	17	3	1/2	Int-Rw	12 1/4	2 1/2	1/2	I F		None	Ball	Roller	Ball	Ma I	11 –36	57 1/2	600	Oil	Wisconsin 800-HA
Yes	A A	Own	B	4	Int-Rw	17	3	1/2	Int-Rw	12 1/4	2 1/2	1/2	I F		None	Ball	Roller	Ball	Ma I	11 –36	58	660	Oil	Wisconsin 800-J-JC
Yes	Opt	Own	B	4	Int-Rw	18	4	1/4	Int-Rw	13 1/2	2 1/2	1/2	I F	Ball	Roller	B-R	Roller	Ball	Ma I	11 –36	57 1/2	525	Oil	Wisconsin 470
Yes	Opt	Own	B	4	Int-Rw	17	3	1/2	Int-Rw	12 1/4	2 1/2	1/2	I F	Ball	Roller	B-R	Roller	Ball	Ma I	11 –36	57 1/2	475	Oil	Wisconsin 42
Yes	A A	Own	B	4	Int-Rw	24	3 1/2	1/2	Int-Rw	18 1/2	3 1/2	1/2	I F	Ball	Ball	Ball	Roller	Ball	Ma I	11 –42	70	1400	Oil	Wisconsin 1600
Yes	A A	Own	B	4	Int-Rw	24	3 1/2	1/2	Int-Rw	18 1/2	3 1/2	1/2	I F	Ball		Ball		Ma I	11	–42	70	1400	Oil	Wisconsin 1000F
Yes	Opt	Own	B	4	Int-Rw	18	4	1/4	Int-Rw	13 1/2	2 1/2	1/2	I F	Ball	Roller	B-R	Roller	Ball	Ma I	11	–36	57 1/2 66	690	Oil	Wisconsin 67-B-C
Yes	Opt	Own	B	4	Int-Rw	17	3	3/8	Int-Rw	12 1/2	2 1/4	3/8	I F	Ball	Roller	B-R	Roller	Ball	Ma I	11	–36	57 1/2 66	690	Oil	Wisconsin 70-A
Yes	A A	Own	B	4	Int	20	3	3/8	Int-Rw	15 5/8	2 1/2	3/8	I F	Ball	Roller	Ball	Roller	Ball	Ma I	12	–40	64 1/2	980	Oil	Wisconsin 1200
Yes	Opt	Own	B	4	Int-Rw	18	4	1/4	Int-Rw	13 1/2	2 1/2	1/2	I F	Ball	Roller	B-R	Roller	Ball	Ma I	11	–36	57 1/2 66	750	Oil	Wisconsin 6700-6730
Yes	Opt	Own	B	4	Int-Rw	18	4	1/4	Int-Rw	13 1/2	2 1/2	1/2	I F	Ball	Roller	B-R	Roller	Ball	Ma I	11	–36	71 1/4 68	720	Oil	Wisconsin 6740-6750
Yes	A A	Own	B	4	Int-Rw	20	3	3/8	Int-Rw	15 1/8	2 1/2	3/8	I F	Ball	B-R	Ball	Roller	Ball	Ma I	12	–40	59 1/2	835	Oil	Wisconsin 88-E
Yes	A A	Own	B	4	Int-Rw	20	3	1/2	Int-Rw	15 1/8	2 1/2	1/2	I F	Ball	Roller	Ball	Roller	Ball	Ma I	12	–40	59 1/2	835	Oil	Wisconsin 900-CA
Yes	A A	Own	B	4	Int-Rw	20	3	1/2	Int-Rw	15 1/8	2 1/2	1/2	I F	Ball		Ball	Roller	Ball	Ma I	12	–40	64	960	Oil	Wisconsin 130-BG-F
Yes	Opt	Own	B	4	Int-Rw	20	4	1/2	Int-Rw	15 1/8	2 1/2	1/2	I F	Ball		Ball	B-R	Ball	Ma I	13	–40	73	960	Oil	Wisconsin 125-K
Yes	A A	Own	B	4	Int-Rw	20	3	1/2	Int-Rw	15 1/8	2 1/2	1/2	I F	Ball		Ball	Ball	Ball	Ma I	12	–40	60	935	Oil	Wisconsin 900-D-DA-E
Yes	A A	Own	B	4	Int-Rw	17	3	1/2	Int-Rw	12 1/4	2 1/2	1/2	I F	Ball	Roller	B-R	Roller	Ball	Ma I	11	–36	57 1/2	660	Oil	Wisconsin 660
Yes	Opt	Own	B	4	Int-Rw	20	3	1/2	Int-Rw	15 1/8	2 1/2	1/2	I F	Ball	Roller	Ball	Roller	Ball	Ma I	12	–40	59 1/2	900	Oil	Wisconsin 88EF
Yes	Opt	Own	B	4	Int-Rw	20	4	1/2	Int-Rw	15 1/8	3	1/2	I F	Ball	Roller	Ball	Roller	Ball	Ma I	13	–40	73	1000	Oil	Wisconsin 1300K

I G—Internal Gear
Int Rw—Internal Rear Wheels
Int D S—Internal Driveshaft
Ma I—Malleable Iron
Mol—Molybdenum
New P—New Process

No. F—Non-Fluid
No—None
OF—Outside of Frame
Opt—Optional
S-A—Springs and Torque Arm
S B—Spiral Bevel

Sp—Springs
Spec—Special
S-R—Springs or Radius Rods
S-T—Springs and Torque Tube
T—Trucks
T A—Torque Arm

Var—Variable
Wo—Worm
†—Width of Drum
*—Optional
‡—When used with four wheel brakes

American Stock

MAKE AND MODEL	Designed For	Maximum Torque of Clutch With Which Engine Can Be Used (Lbs. ft.)	Maximum Torque Capacity of Clutch When New (Lbs. ft.)	Recommended Ratio of Max. Torque Cap. of Clutch to Max. Torque of Engine	Type	Dry or in Oil	Facing Material	Maximum Coefficient of Friction	Thickness of Each Facing (Ins.)	Mean Radius of Each Friction Face (Ins.)	DIAMETER OF FACING		Number of Wearing Faces of Friction Material	Area of Each Friction Face (Sq. Ins.)	No. of Driving Members	No. of Driven Members	Shaft Material (S.A.E.) (No.)	Disk or Plate Material
											Maximum (Ins.)	Minimum (Ins.)						
Ansted	Cars	200	475	Var.	M D	Dry	Mo C	.05	.12	.....	8.62	6.53	21	498.00†	5	6	2330	Cr St.
Borg & Beck 9-KP	Cars	120	180	1.50	S P	Dry	Wo F	.30	.12	3.75	8.87	6.12	2	32.40	2	1	None	Steel
Borg & Beck DX	Cars	150	250	1.50	S P	Dry	Wo F	.30	.12	4.15	9.87	6.75	4	40.00	2	1	None	Cast I.
Borg & Beck FGX	T & B	200	300	1.50	S P	Dry	Wo F	.30	.12	4.78	11.87	7.25	2	69.50	2	1	None	Steel
Borg & Beck GX	Trucks	200	300	1.50	S P	Dry	Wo F	.30	.12	5.03	11.87	8.25	4	57.00	2	1	None	Cast I.
Borg & Beck RGS	T & B	200	300	1.50	S P	Dry	Wo F	.30	.12	4.78	11.87	7.25	4	69.50	2	1	3140	Cast I.
Borg & Beck 11 QL	C & T	180	270	1.50	S P	Dry	Wo F	.30	.12	4.40	10.87	6.75	2	56.00	2	1	None	Steel
Borg & Beck FJX	T & B	300	450	1.50	S P	Dry	Wo F	.30	.12	5.40	13.87	7.75	2	104.00	2	1	.....	Steel
Brown-Lipe 65	T & B	Var.	Var.	Var.	M D	Dry	Mo C	.....	.18	3.87	9.25	6.25	26	25.00	13	13	2320	Steel
Brown-Lipe 70	T & B	.....	.....	.....	M D	Dry	Mo C	.....	.18	3.87	9.25	6.25	28	25.00	14	14	2320	Steel
Brown-Lipe 20	C & T	84	84	Var.	M D	Dry	Wo F	.....	.15	3.65	8.45	6.25	6	25.00	3	3	2320	Steel
Brown-Lipe 30	C & T	125	125	Var.	M D	Dry	Wo F	.....	.15	3.65	8.43	6.25	8	25.00	4	4	2320	Steel
Brown-Lipe A	C & T	165	165	Var.	S P	Dry	Mo C	.....	.12	4.18	9.87	6.75	4	40.00	1	2	2320	Steel
Brown-Lipe 35	C, T, B Tr.	184	184	Var.	M D	Dry	Wo F	.....	.50	3.65	8.43	6.25	10	25.00	5	5	2320	Steel
Brown-Lipe 50	C, T, B Tr.	208	208	Var.	M D	Dry	Wo F	.....	.15	3.65	8.43	6.25	12	25.00	6	6	2320	Steel
Brown-Lipe 55	T, B, Tr.	250	250	Var.	M D	Dry	Wo F	.....	.15	3.65	8.43	6.25	14	25.00	7	7	2320	Steel
Brown-Lipe 61	C, T & B	Var.	Var.	Var.	M D	Dry	Mo C	.....	.18	3.87	9.25	6.25	20	25.00	10	10	2320	Steel
Brown-Lipe 60	T, B & Tr.	275	275	Var.	M D	Dry	Wo F	.....	.15	3.65	8.43	6.25	16	25.00	8	8	2320	Steel
Cotta Gear 8	T, Tr.	Var.	Var.	Var.	M D	Dry	Wo F	.....	.12	3.78	9.00	6.12	16	34.20	8	9	2340	Steel
Cotta Gear 4	T & Tr.	.....	.....	.....	M D	Dry	Wo F	.....	.12	3.88	9.00	6.12	8	34.20	4	5	2340	Steel
Covert Gear JUC	C, T & B	122	Var.	Var.	M D	Dry	Mo C	.30	.15	3.68	8.25	8.25	10	.....	5	6	2320	.....
Covert DC-9	T & B	190	Var.	Var.	M D	Dry	Mo C	.30	.15	3.68	8.25	8.25	18	.....	9	10	2320	.....
Detlaff JA	Cars	110	225	2.00	M D	Dry	Wo F	.36	.12	2.68	7.87	5.43	6	25.48	3	2	None	Steel
Detlaff M	Cars	200	400	2.00	M D	Dry	Wo F	.36	.15	3.71	8.37	6.50	8	21.90	4	4	None	Steel
Detlaff D & H	C, T, B & Tr.	500	1050	2.00	M D	Dry	Wo F	.36	.15	3.71	8.37	6.50	18*	21.90	9*	9*	2320	Steel
Fuller I-SC-10	T, B & Tr.	Var.	Var.	Var.	M D	Dry	Wo F	.....	.12	3.50	8.16	5.87	10	.....	5	4	2320	Steel
Fuller I-SC-12	T, B & Tr.	Var.	Var.	Var.	M D	Dry	Wo F	.....	.12	3.50	8.16	5.87	12	.....	6	5	2320	Steel
Fuller I-SC-14	T, B & Tr.	Var.	Var.	Var.	M D	Dry	Wo F	.....	.12	3.50	8.16	5.87	14	.....	7	6	2320	Steel
Fuller I-SC-16	T, B & Tr.	Var.	Var.	Var.	M D	Dry	Wo F	.....	.12	3.50	8.16	5.87	16	.....	8	7	2320	Steel
Fuller I-SC-17	Buses	Var.	Var.	Var.	M D	Dry	Mo C	.....	.19	3.50	8.16	5.87	16	.....	8	6	2320	Steel
Fuller I-SC-21	Buses	Var.	Var.	Var.	M D	Dry	Mo C	.....	.19	3.50	8.16	5.87	20	.....	10	9	2320	Steel
Fuller I-SC-23	Buses	Var.	Var.	Var.	M D	Dry	Mo C	.....	.19	3.50	8.16	5.87	22	.....	11	10	2320	Steel
Hartford M-615	T.	Var.	Var.	Var.	Cone	Dry	Lea	Var.	.25	7.75	2.62§	15.75§	1	130.00	1	1	1035	None
Hillard XDG	T, B, Tr.	400	800	2.00	M D	Dry	Wo F	.30	.12	5.00	10.68	6.87	4	54.20	2	2	None	Steel
Hillard S-6	T, B, Tr.	500	1000	2.00	M D	Dry	Wo F	.30	.12	5.00	12.00	8.00	6	60.00	3	3	None	Steel
Hillard S-8	T, B, Tr.	625	1250	2.00	M D	Dry	Wo F	.30	.12	5.00	12.00	8.00	8	60.00	4	4	None	Steel
Hoosier K94A	C, T & Tr.	150	300	2.00	S P	Dry	Mo C	.33	.15	3.59	8.87	5.50	2	38.10	1	1	None	.....
Hoosier K84AB	C, T, B, Tr.	125	250	2.00	S P	Dry	Mo C	.33	.15	3.28	7.87	5.25	2	27.00	1	1	None	.....
Hoosier K94AB	C, T, B, Tr.	150	300	2.00	S P	Dry	Mo C	.33	.15	3.59	8.87	5.50	2	38.10	1	1	None	.....
Hoosier K910 A	C, T, B, Tr.	210	440	2.00	M D	Dry	Mo C	.33	.15	3.59	8.87	5.50	4	38.10	2	2	None	.....
Long 8-C	Cars	150	Var.	Var.	S P	Dry	Mo C	.....	.14	3.75	8.75	6.25	2	30.00	2	1	None	Steel
Long 9-C	Cars	175	Var.	Var.	S P	Dry	Mo C	.....	.14	4.18	9.75	7.00	2	36.00	2	1	None	Steel
Long 10	C & T	175	Var.	Var.	M D	Dry	Mo C	.....	.14	3.37	7.75	5.75	4	21.00	3	2	None	Steel
Long 12	C & T	200	Var.	Var.	M D	Dry	Mo C	.....	.14	4.37	9.75	7.75	4	27.50	3	2	None	Steel
Long 11C	Cars	225	Var.	.....	S P	Dry	Mo C	.....	.140	4.75	11.50	7.50	2	59.50	2	1	.....	Steel
Long 28C	Tr, B & T	210	Var.	.....	M D	Dry	Mo C	.....	.140	3.75	8.75	6.25	4	30.00	3	2	.....	Steel
Long 29C	Tr, B & T	240	Var.	.....	M D	Dry	Mo C	.....	.140	4.187	9.75	7.00	4	36.00	3	2	.....	Steel
Long 31C	Tr, B & T	350	Var.	.....	M D	Dry	Mo C	.....	.140	4.75	11.50	7.50	4	59.50	3	2	.....	Steel
Merchant & Evans 8US	Cars	1500	2250	1.50	S P	Dry	Wo F	.30	.12	3.31	7.87	5.37	2	26.00	2	1	2330	Cast I.
Merchant & Evans 12US	C, T & B	2500	3600	1.50	S P	Dry	Wo F	.30	.12	5.00	11.87	8.25	2	57.00	2	1	2330	Cast I.
Merchant & Evans 12UD	C, T & B	3500	6000	1.50	M D	Dry	Wo F	.30	.12	4.87	11.18	7.18	4	58.00	3	2	2330	Cast I.
Merchant & Evans 10US	C, T & Tr.	2000	3000	1.50	S P	Dry	Wo F	.30	.12	4.15	9.87	6.75	2	41.00	2	1	2330	Cast I.
M. & E. (Hele & Shaw)	C, B & Tr.	2500*	3200*	1.25	M D	Oil	None	.03	Var.	Var.	Var.	Var.	44*	336.00*	12*	11*	2330	Steel
Muncie Gear K23	C & T	200	185	Var.	M D	Dry	Wo F	.....	.12	3.50	8.00	6.00	12	21.00	6	7	Spec.	Steel
Rockford 9HH	C, B, T & Tr.	100	119	1.15	S P	Dry	Mo C	.35	.156 .125	3.75	8.87	6.00	2	35.50	2	1	None	.....
Rockford 9A	C, T & B	100	119	1.15	S P	Opt.	Wo F	.37	.15	3.71	8.87	6.00	2	33.50	2	1	None	1020
Rockford 9B	C, T & B	100	119	1.15	S P	Opt.	Wo F	.37	.15	3.71	8.87	6.00	2	33.50	2	1	None	1020
Rockford 10A	C, T & B	150	175	1.15	S P	Opt.	Wo F	.40	.15	4.18	9.87	6.87	2	39.46	2	1	None	1020
Rockford 10HH	C, B, T & Tr.	150	175	1.15	S P	Dry	Mo C	.....	.156 .125	4.18	9.87	6.87	2	39.46	1	2	None	.....
Spicer 12 "	Cars	Var.	Var.	Var.	S P	Dry	Mo C	.28	.16	5.31	12.12	9.12	1	26.00	1	1	1045	Steel
Spicer 9½ "	Cars	Var.	Var.	Var.	S P	Dry	Mo C	.28	.16	4.00	9.50	6.50	1	19.00	1	1	1045	Steel
Yellow YZ	Buses	350	450	1.30	S P	Dry	Wo F	.37	.25	5.40	14.25	7.37	2	116.00	2	1	3120	Wo F.

ABBREVIATIONS:
§—Width of Facing.
†—Area of all Faces.
*—Varies According to Load.
Ann B—Annular Ball.
Ball T—Ball Thrust.
B—Buses.
Bell H—Bell Housing.
C—Cars.
CrSt—Cold Rolled Steel.
Cast I—Cast Iron.
Gear T—Gear Teeth.
Lea—Leather.
MD—Multiple Disc.
Mo C—Molded Composition.

Russian Petroleum Exports

THE total petroleum products exports from the Soviet Republic for the fiscal year 1924-5 amounted to 1,338,000 tons, which is an increase of 45.2 per cent. over the pre-war figure (1913), whereas every previous year showed a diminution. First in respect to quantity among the products exported is fuel naphtha, the exports of which amounted to 426,000 tons or 31.7 per cent of the total. Then come refined petroleum with 391,000 tons and 29.2 per cent; gasoline with 276,000 tons and 20.5 per cent; lubricating oil with 183,000 tons and 13 per cent, and crude naphtha with 62,000 tons total and 4.7 per cent.

For the refined petroleum the chief market was the Near East. Thus, for instance, 70 per cent of the requirements of Egypt for this fuel were met by Soviet petroleum. Gasoline, on the other hand, is shipped mainly to Great Britain (33.9 per cent), France (27.4 per cent) and Germany (22.6 per cent). As regards lubricating oils, the principal customers of the Soviet were Germany (55.8 per cent), Belgium (13.5 per cent), England (12.6 per cent) and France (10.8 per cent).

Crude oil was exported mainly to Austria, Hungary, Italy and the Baltic States, where it is refined.

Clutch Specifications

No. of Springs	PRESSURES (Lbs.) Total Spring Pressure	Total Pressure on Friction Face	Pressure per Sq. Ins. of Friction Surface	Pressure Required at Thrust Bearing to Disengage	Min. Travel of Clutch Throwout Bearing to Complete Disengagement (Ins.)	Overall Outside Diameter of Clutch (Ins.)	Type of Throwout Bearing	DRIVE TAKEN BY: From Flywheel to Driving Members of Clutch	DRIVE TAKEN BY: From Driven Members of Clutch to Driving Shaft of Clutch	Means of Adjustment	Multiplying Levers or Toggles Used?	Is Clutch Brake Provided?	Sold With Gearset?	Adapted for Use With	Bell Housing (S.A.E.) (Nos.)	Weight (Lbs.)	MAKE AND MODEL
3	255	585	27.6	33	.34	9 11/16	Plain	Gear T		Sp B	Yes	Yes	No	Opt	3	23	Ansted
1	300	1000	30.0	300	.25	10 3/8	Ball T	Pins	Splines	S C P	Yes	No	No	Bell H	3, 4, 5	17	Borg & Beck 9-KP
1	225	1800	45.0	250	.43	11 3/4	Ball T	Pins	Splines	S C P	Yes	Yes	No	Bell H	3, 4, 5	26	Borg & Beck DX
1	275	2200	31.6	300	.50	13 3/8	Ball T	Pins	Splines	S C P	Yes	Yes	No	Bell H	1, 2, 3	37	Borg & Beck FGX
1	275	2200	35.5	300	.50	13 3/8	Ball T	Pins	Splines	S C P	Yes	Yes	No	Bell H	1, 2, 3	34	Borg & Beck GX
1	275	2200	31.6	300	.50	13 3/8	Ball T	Pins	Splines	S C P	Yes	Yes	No	Opt	None	52	Borg & Beck RGS
1	300	1500	27.0	300	.37	11 1/4	Plain	Pins	Splines	S C P	Yes	No	No	Opt	None		Borg & Beck 11 QL
1	275	2200	21.0	300	.37	15 1/2	Ann B	Keys	Splines	S C P	Yes	Yes	No	Bell H	1, 2	54 1/2	Borg & Beck FJX
2	330	330	13.0	330	.31	9 3/4	Ball T	Gear T	Keys	Sp B	No	Yes	Opt	Bell H	1, 2, 3	Var	Brown-Lipe 65
2	330	330	13.0	330	.31	9 3/4	Ball T	Gear T	Keys	Sp B	No	Yes	Opt	Bell H	1, 2, 3	Var	Brown-Lipe 70
2	330	330	13.0	330	.18	9 11/16	Ball T	Gear T	Keys	Sp B	No	Yes	Opt	Bell H	3, 4	Var	Brown-Lipe 20
2	330	330	13.0	330	.18	9 11/16	Ball T	Gear T	Keys	Sp B	No	Yes	Opt	Bell H	2, 3, 4	Var	Brown-Lipe 30
12	285	1995	50.0	285	.50		Ball T	Pins	Splines	Th R	Yes	Yes	Opt	Bell H	2, 3, 4	Var	Brown-Lipe A
2	330	330	13.0	330	.25	9 11/16	Ball T	Gear T	Keys	Sp B	No	Yes	Opt	Bell H	2, 3, 4	Var	Brown-Lipe 35
2	330	330	13.0	330	.25	9 11/16	Ball T	Gear T	Keys	Sp B	No	Yes	Opt	Bell H	2, 3	Var	Brown-Lipe 50
2	330	330	13.0	330	.31	9 11/16	Ball T	Gear T	Keys	Sp B	No	Yes	Opt	Bell H	1, 2, 3	Var	Brown-Lipe 55
2	330	330	31.0	330	.31	9 3/4	Ball T	Gear T	Keys	Sp B	No	Yes	Opt	Bell H	2, 3	Var	Brown-Lipe 61
2	330	330	13.0	330	.31	9 11/16	Ball T	Gear T	Keys	Sp B	No	Yes	Opt	Bell H	1, 2, 3	Var	Brown-Lipe 60
1	700	700	20.5	700	.12	11 1/2	Ann B	Gear T	Splines	Th R	Yes	No	No	Opt	Opt	73	Cotta Gear 8
1	700	700	20.5	700	.12	11 1/2	Ann B	Splines	Splines	Sp B	Yes	No	No	Opt		50	Cotta Gear 4
3	375	Var	Var	Var	.37	11 1/2	Ann B	Gear T	Gear T	Sp B	No	Yes	Yes	Opt	1, 2, 3, 4	Var	Covert Gear JUC
3	342	Var	Var	Var	.37	11 3/4	Ann B	Gear T	Gear T	Sp B	No	Yes	No	Bell H	1, 2, 3	Var	Covert DC-9
3	300	300	1.9	300	.12	10	Ann B	Pins	Pins	Sp B	No	Yes	No	Bell H	3, 4, 5	15	Detlaff JA
4	360	360	2.05	360	.25	11 1/2	Ball T	Gear T	Gear T	None	No	No	No	Bell H	1, 2, 3, 4, 5	30	Detlaff M
3	500	500	Var	500	.25	11 1/2	Ann B	Gear T	Gear T	Sp B	No	Yes	No	Bell H	1, 2, 3	55	Detlaff D &H
1	450	450	Var	450	.31		Ann B	Gear T	Pins	None	No	No	Opt	Bell H	1, 2, 3, 4, 5	83	Fuller I-SC-10
1	450	450	Var	450	.31		Ann B	Gear T	Pins	None	No	No	Opt	Bell H	1, 2, 3, 4, 5	87	Fuller I-SC-12
1	450	450	Var	450	.31		Ann B	Gear T	Pins	None	No	No	Opt	Bell H	1, 2, 3, 4, 5	89	Fuller I-SC-14
1	450	450	Var	450	.31		Ann B	Gear T	Pins	None	No	No	Opt	Bell H	1, 2, 3, 4, 5	93	Fuller I-SC-16
1	350	350	Var	350	.31		Ann B	Gear T	Pins	None	No	No	Opt	Bell H	1, 2, 3, 4, 5	75	Fuller I-SC-17
1	350	350	Var	350	.31		Ann B	Gear T	Pins	None	No	No	Opt	Bell H	1, 2, 3, 4, 5	77	Fuller I-SC-21
1	350	350	Var	350	.31		Ann B	Gear T	Pins	None	No	No	Opt	Bell H	1, 2, 3, 4, 5	82	Fuller I-SC-23
1	300	1360	10.5	300	.50	15 3/4	Ball T	Cone	Uni J	Sp B	No	No	No	Open F	None	40	Hartford M-615
1	375	1875	12.0	375	.50	13 3/8	Ann B	Gear T	Gear T	S C P	Yes	Yes	No	Opt	2, 3	62	Hillard XDG
1	375	1875	16.0	375	.50	15 1/2	Ann B	Gear T	Gear T	S C P	Yes	Yes	No	Opt	Opt	117	Hillard S-6
1	375	1875	23.0	375	.50	15 1/2	Ann B	Gear T	Gear T	S C P	Yes	Yes	No	Open F	None	124	Hillard S-8
1	250	1190	31.0	250	.25	10 7/8	Ball T	Pins	Splines	Self A	Yes	No	No	Opt	Opt	15	Hoosier K94A
3	225	1125	41.0	225	.31	9 3/4		Pins	Splines	Self A	Yes	No	No	Opt	Opt	9 3/4	Hoosier K84AB
3	255	1275	33.0	255	.31	10 7/8		Pins	Splines	Self A	Yes	No	No	Opt	Opt	12 1/2	Hoosier K94AB
1	250	1190	31.0	250	.37	10 7/8	Ball T	Pins	Splines	Self A	Yes	No	No	None	None	19	Hoosier K910 A
6	Var	Var	40.0	250	.37		Ball T	Pins	Splines	None	Yes	No	No	Bell H	3, 4, 5	Var. 14	Long 8-C
6	Var	Var	40.0	250	.37		Ball T	Pins	Splines	None	Yes	No	No	Bell H	3, 4, 5	Var, 16	Long 9-C
6	Var	Var	40.0*	250	.43		Ball T	Pins	Splines	None	Yes	No	No	Bell H	3, 4	Var, 17	Long 10
6	Var	Var	40.0*	250*	.43		Ball T	Pins	Splines	None	Yes	No	No	Bell H	3, 4	Var, 22	Long 12
9	Var		30.0	300	.37		Opt	Pins	Splines	None	Yes	No	No	Opt	1, 2, 3	28	Long 11C
6	Var		40.0	300	.44		Opt	Pins	Splines	None	Yes	No	No	Opt	3, 4	23	Long 28C
6	Var		40.0	300	.44		Opt	Pins	Splines	None	Yes	No	No	Opt	3, 4	28	Long 29C
9	Var		30.0	300	.44		Opt	Pins	Splines	None	Yes	No	No	Opt	1, 2, 3	45	Long 31C
6	1200	1200	46.0	185	.50	9 1/4	Ball T	Pins	Splines	Step R	Yes	No	No	Bell H	1, 6	14	Merchant & Evans 8US
6	1200	1200	21.0	150	.50	13 3/8	Ball T	Pins	Splines	Step R	Yes	No	No	Bell H	1, 2, 3, 4	22	Merchant & Evans 12US
6	1200	1200	21.0	150	.50	13 3/8	Ball T	Pins	Splines	Step R	Yes	No	No	Bell H	1, 2, 3, 4	24	Merchant & Evans 12UD
6	1200	1200	29.0	150	.50	11 1/4	Ball T	Pins	Splines	Step R	Yes	No	No	Bell H	1, 2, 3, 4	18	Merchant & Evans 10US
1	300*	300*	48.0*	300*	.62	10 1/2*	Ann B	Splines	Splines	None	No	Yes	No	Open F	None	Var	M. & E. (Helo & Shaw)
1	350	350	1.5	500	.25	11 1/2	Ball T	Keys	Keys	Sp B	No	Yes	Opt	Bell H	1, 2, 3, 4, 5	37 1/2	Muncie Gear K23
6	720	720	21.4	132	.42	10 1/16			Pins	S C L	No	No	No	Opt	2, 3, 4, 5	Var	Rockford 9HH
9	960	960	28.5	134	.37	10 1/4	Ball T	Pins	Splines	S C P	No	No	No	Opt	2, 3, 4, 5	Var	Rockford 9A
6	960	960	28.5	134	.37	10 1/4	Ball T	Pins	Splines	S C P	No	No	No	Opt	2, 3, 4, 5	Var	Rockford 9B
12	1200	1200	30.4	161	.37	11 1/4	Ball T	Pins	Splines	S C P	No	No	No	Opt	2, 3, 4, 5	18	Rockford 10A
6	1020	1020	30.4	155	.42	11 3/16	Ball T			Screws	Opt	No	No	Opt	2, 3, 4, 5	Var	Rockford 10HH
9																	
12	1080	1080	41.5	350	.37	13 1/2	Ball T	Keys	Integral	Sp B	Yes	No	No	Open F		33	Spicer 12 "
9	1000	1000	61.0	250	.31	10 3/16	Ball T	Keys	Integral	Sp B	Yes	No	No	Open F		21 1/2	Spicer 9 1/4 "
20	2300	2300	19.0	418	.062	16	Ball T	Studs	Splines	Nuts	Yes	No	No	Open F	No	76	Yellow YZ

Nic—Nickel Steel.
Open F—Open Flywheel.
Opt—Optional.
SCL—Screws in Clutch Levers.
SCP—Screws on Cover Plate.
Self A—Self Adjusting.
Step R—Stepped Ring.
SP—Single Plate.
Sp B—Spring Bolts.
T—Trucks.
Tr—Tractors.
Th R—Threaded Ring.
Uni J—Universal Joint.
Var—Varies.
Wo F—Woven Fabric.

COMMENTING on developments in British civil areonautics in 1925, the *Engineer* says it would appear that civil aviation as a means of travel is making sure but distinctly slow progress. Operating costs are, however, still very high, and even the Director of Civil Aviation of the Air Ministry has had to admit that ten times the present traffic would be required before air transport could be made to pay its way. In 1919, when it was first permitted in Great Britain, it was generally accepted that the cost of air transport could be taken at 10 shillings per ton-mile. Today the cost, according to the latest available figures, works out at 4s. 6d. per ton-mile.

SWISS automobile imports during the last trimester of 1925 amounted to 18.4 millions of francs, as compared with 20.2 million francs during the second trimester. Exports of Swiss automobiles during the same period dropped from 2.8 million to 1.1 million francs. The total value of motorcycle imports during the third trimester was 1,136,871 francs, as compared with 1,666,398 francs during the second. Great Britain continues to lead in the motorcycle imports, notwithstanding the fact that it furnished for 353,000 francs less during the third than during the second trimester. The United States overtook Belgium, while the imports from Italy increased slightly.

American Stock Gearset Specifications

MAKE AND MODEL	Designed for	Maximum Engine Torque (Lbs. Ft.)	Type	BEARINGS: Main Shaft	BEARINGS: Pilot	BEARINGS: Secondary Shaft	Inside Distance Between Bearings on Main Shaft (Ins.)	Distance Between Center Lines of Main and Secondary Shafts (Ins.)	Number of Forward Speeds	Type of Direct Drive Clutch	WIDTH OF GEAR FACES (In.): Constant Mesh Set	Low	Second	Third	Fourth	Reverse	Housing Material	Shaft Material (S.A.E. Number)	Gear Material (S.A.E. Number)	Gear Teeth Pitch	Direct Drive On	GEAR RATIOS: Low	Second	Third	Fourth	Reverse	Gearset Location	Control Location	Sold With Clutch?	Standard S.A.E. Gearshift	WEIGHT (Lbs.): Cast Iron	Aluminum	Recommended Type of Lubricant	MAKE AND MODEL
Brooklyn T	Ford			Ball	Plain	Plain			3	GeT	¾	¾	¾	¾	No	¾	Cast I		2315	6-8	3	3.07	1.75	Dir	No	4.00	Eng	Ce	No	Yes	35	No	Oil	Brooklyn T
Brown-Lipe 20B	C, T	85	Clash	Roller	Roller	Roller			3	GeT	⅝	⅝	⅝	Dir	None	⅝	CI & Al	ChS	2320	6-8	3	3.34	1.66	1.00	None	4.17	Eng	Ce	Opt	Yes		98	Oil	Brown-Lipe 20B
Brown-Lipe 30	C, T	135	Clash	Roller	Roller	Ball			3	GeT	⅝	¾	¾	Dir	None	¾	CI & Al	ChS	2320	6-8	3	3.33 4.09	1.68	1.00	None	5.00 4.35	Eng	Ce	Opt	Yes	142	95	Oil	Brown-Lipe 30
Brown-Lipe 30A	Cars	135	Clash	Ball	Ball	Ball			3	GeT	⅝	¾	¾	Dir	None	¾	Alum	ChS	2320	6-8	3	3.33	1.68	1.00	None	4.35	Eng	Ce	Opt	Yes		88	Oil	Brown-Lipe 30A
Brown-Lipe 31	Trucks	180	Clash	Roller	Roller	Roller			3	GeT	⅝	¾	¾	Dir	None	¾	CI & Al	ChS	2320	6-8	3	4.80	2.25	1.00	None	6.00	Eng	Ce	Opt	Yes			Oil	Brown-Lipe 31
Brown-Lipe 35	C, T	180	Clash	Roller	Roller	Roller			4	GeT	⅝	¾	¾	¾	Dir	¾	CI & Al	ChS	2320	6-8	4	5.35	2.84	1.76	1.00	6.25	E-A	Ce	Opt	Yes	198	150	Oil	Brown-Lipe 35
Brown-Lipe 35	C, T	180	Clash	Roller	Roller	Roller			4	GeT	⅝	¾	¾	¾	Dir	¾	CI & Al	ChS	2320	6-8	4	3.29	1.61	1.00	.78	3.94	E-A	Ce	Opt	Yes	198	150	Oil	Brown-Lipe 35
Brown-Lipe 51	T, B	210	Clash	Roller	Roller	Roller			4	GeT	⅞	1⅛	1	1	Dir	1¼	CI & Al	ChS	2320	6-8	4	5.35	2.84	1.76	1.00	6.25	E-A	Ce	Opt	Yes			Oil	Brown-Lipe 51
Brown-Lipe 51	T, B	210	Clash	Roller	Roller	Roller			4	GeT	⅞	1⅛	1	Dir	1	1¼	CI & Al	ChS	2320	6-8	3	3.29	1.61	1.00	.78	3.94	E-A	Ce	Opt	Yes		196	Oil	Brown-Lipe 51
Brown-Lipe 55	T, B, Tr	250	Clash	Roller	Roller	Roller			4	GeT	¾	1⅛	1	⅞	Dir	1⅛	CI & Al	ChS	2320	5-7	4	5.35	2.84	1.70	1.00	6.25	E-A	Ce	Opt	Yes	225		Oil	Brown-Lipe 55
Brown-Lipe 55	T, B, Tr	250	Clash	Roller	Roller	Roller			4	GeT	¾	1⅛	1	Dir	⅞	1⅛	CI & Al	ChS	2320	5-7	3	3.95	1.89	1.00	.78	4.75	E-A	Ce	Opt	Yes	225		Oil	Brown-Lipe 55
Brown-Lipe 55	Trucks	250	Clash	B & R	Roller	Roller			7	GeT	¾	1⅛	1	⅞	Dir	1⅛	Cast I	ChS	2320	5-7	7	9.50	4.53a	2.40b	1.00c	6.00	SeU	Ce	Opt	Yes			Oil	Brown-Lipe 55
Brown-Lipe 55	Trucks	250	Clash	B & R	Roller	Roller			7	GeT	¾	1⅛	1	⅞	Dir	1⅛	Cast I	ChS	2320	5-7	6	9.50	3.38a	1.61b	.78c	4.65	SeU	Ce	Opt	Yes			Oil	Brown-Lipe 55
Brown-Lipe 55	Trucks	250	Clash	B & R	Roller	Roller			4	GeT	1¼	1½	1½	Dir	2½	1⅜	CI & Al	ChS	2320	5-7	3	3.95	1.89	1.00	.78	4.75	SeU	Ce	Opt	Yes	250		Oil	Brown-Lipe 60
Brown-Lipe 60	T, Tr	275	Clash	Roller	Roller	Roller			4	GeT	1¼	1½	1½	1½	Dir	1⅜	CI & Al	ChS	2320	5-7	4	5.35	2.84	1.76	1.00	6.43	SeU	Ce	Opt	Yes	250		Oil	Brown-Lipe 60
Brown-Lipe 60	T, B, Tr	275	Clash	Roller	Roller	Roller			3	GeT	1¼	1½	1½	Dir	None	1½	Alum	ChS	2320	5-7	3	4.00	1.76	1.00	None	4.90	Eng	Ce	Opt	Yes		189	Oil	Brown-Lipe 60
Brown-Lipe 60	T, Tr	275	Clash	Roller	Roller	Roller			3	GeT	1¼	1½	1½	Dir	None		CI & Al	ChS	2320	5-7	2	2.25	1.00	.67	None	None	SeU	Ce	Opt	Yes			Oil	Brown-Lipe 60**
Brown-Lipe 60**	Trucks	292	Clash	Roller	Roller	Roller			4	GeT	1¼	1½	1½	Dir	1½	1⅜	Alum	ChS	2320	5-7	4	4.00	2.84	1.50	1.00	4.81	SeU	C-S	Opt	Yes			Oil	Brown-Lipe 60†
Brown-Lipe 60†	Buses	275	Clash	Roller	Roller	Roller			4	GeT	1¼	1½	1½	1½	Dir	1⅜	Alum	ChS	2320	5-7	4	4.00	2.84	1.50	1.00	4.81	SeU	C-S	Opt	Yes			Oil	Brown-Lipe 60†
Brown-Lipe 60	Trucks	275	Clash	B & R	Roller	Roller			7	GeT	1¼	1½	1½	Dir	1½	1⅜	Cast I	ChS	2320	5-7	6	9.50	4.53	3.38	2.22	3.97	SeU	Ce	Opt	Yes			Oil	Brown-Lipe 60
Brown-Lipe 70	Trucks	375	Clash	Roller	Roller	Ball			6	GeT	1¼	1½	1½	Dir	1½	1½	Cast I		2320	5-7	6	9.4	4.46	3.52	2.06	11.18 4.19	SeU	Ce	Opt	Yes			Oil	Brown-Lipe 70
Campbell G25	T, B	Var	Ind C	Roller	Roller	Roller	13	4.83	4	Spec	1¼	1¾	1¾	1¾	Dir	1	Opt		6150	2350	6-P	4	5.36	2.93	1.80	1.00	11.19 5.47	E-A	Ce	No	Yes			Oil	Campbell G25
Campbell D-21	C, T, B	Var	Ind C	Ball	Roller	Plain	12.00	3.83	3	Spec	Non	¾	¾	¾	None	¾	Cast I		2350	2350	6-P	1	3.87	1.71	1.00	None	3.85	E-A	Ce	No		60	†65	Oil	Campbell D-21
Cotta Gear 12	T, Tr		Ind C	Ball	Plain	Ball	12.43	5.55	3	Jaw		1½	1½	1½	None	1½					4–5	3	4.51	1.81	1.00	None	6.00	SeU			Yes			No F	Cotta Gear 12
Cotta Trans. A-AAU	T, B	125	Ind C	Ball	Ball	Ball	12.50	4.50	4*	Jaw	¾	¾	¾	¾	¾	¾	S St		3120	3120	6-8	4	5.20	3.68	1.86	1.00	4.66	E-A	Ce	Opt	Yes	160†		No F	Cotta Trans. A-AAU
Cotta Trans. R&RU	T, B	200	Ind C	Ball	Ball	Ball	14.50	4.90	4*	Jaw	1	1	1	1	1	1	S St		3120	3120	5½–7½	4	5.20	3.68	1.86	1.00	4.66	E-A	Ce	Opt	Yes	225†		No F	Cotta Trans. R&RU
Cotta Trans. S&SU	T, B	290	Ind C	Ball	Ball	Ball	16.50	5.40	4*	Jaw	1¼	1¼	1¼	1¼	1¼	1¼	S St		3120	3120	5–7	4	5.20	3.68	1.86	1.00	4.66	E-A	Ce	Opt	Yes	300†		No F	Cotta Trans. S&SU
Cotta Trans. T	T, B	375	Ind C	Ball	Ball	Ball	18.50	6.00	4	Jaw	1½	1½	1½	1½	1½	1½	S St		3120	3120	4½–6	4	5.20	3.68	1.86	1.00	4.66	E-A	C-S	Opt	Yes	335†		No F	Cotta Trans. T
Cotta Trans. TS	T, B, Tr	375	Ind C	Ball	Ball	Ball	7.18	5.40 6.00	2	Jaw	1¼ 1½	1¼ 1½	1¼ 1½	None	None	None	S St		3120	3120	5–7 4½–6	2	2.00	1.00	None	None	4.12	SeU	Ce	Opt	Yes	165†		No F	Cotta Trans. TS
Cotta Trans. FA	T, RC, Tr	500	Ind C	Ball	Ball	Ball	16.00	6.00	3	Jaw	2	2	2	2	None	2	S St		3120	3120	4½–6	3	4.00	2.00	1.00	None	4.12	SeU	C-S	Opt	Yes	400†		No F	Cotta Trans. FA
Covert EB	Cars	125	Clash	Ball	Plain	Plain	5.62	3.25	3	GeT	⅜	⅝	⅝	⅜	None	⅝	Cast I		2320	2320	6-8	3	2.86	1.70	1.00	None	3.57	Eng	Ce	Yes	Yes	75		Oil	Covert EB
Covert JUC	C, T	Var	Ind C	Ball	Opt	Opt	6.56	3.75	3	GeT	¾	⅞	⅞	⅞	None	⅞	Cast I		2320	2320	6-8	3	3.62	1.91	1.00	None	4.37	Eng	Ce	Yes	Yes	155		Oil	Covert JUC
Covert RA3	Trucks	Var	Ind C	Ball	Roller	Ball	8.37	4.50	3	GeT	1	1	1	1	None	⅞	Cast I		2320	2320	6-8	3	3.67	1.60	1.00	None	4.37	SeU	Ce	No	Yes	140		Oil	Covert RA3
Covert RU3C	Trucks	Var	Ind C	Ball	Roller	Ball	8.37	4.50	3	Jaw	1	1	1	1	None	⅞	Cast I		2320	2320	6-8	3	3.67	1.60	1.00	None	4.37	Eng	Ce	Yes	Yes	210		Oil	Covert RU3C
Covert RAP4	Trucks	Var	Ind C	Ball	Roller	Ball	11.37	4.50	4	GeT	1	1¼	1	1	1	1¼	Cast I		2320	2320	6-8	4	5.20	2.70	1.60	1.00	7.30	SeU	Opt	No	Yes	180		Oil	Covert RAP4
Covert RUP4	Trucks	Var	Ind C	Ball	Roller	Ball	11.37	4.50	4	Jaw	⅞	1¼	1	⅞	Dir	1¼	Cast I		2320	2320	6-8	4	5.20	2.70	1.60	1.00	7.30	Eng	Ce	Yes	Yes	280		Oil	Covert RUP4
Covert SB	Trucks	Var	Clash	Ball	Roller	Ball	13.12	5.20	4	GeT	1⅛	1¼	1¼	1⅛	1⅛	1¼	Cast I		2320	2320	5–7	4	5.07	3.04	1.63	1.00	6.76	SeU	Opt	No	Yes	245		Oil	Covert SB
Covert TN	Tr, B & T	240	Clash	Ball	Roller	Ball	14⅝	6.00	4	GeT	1¼	1½	1½	1½	1½	1¼ 1⅜	Cast I		2320	2320	5–7	4	5.44	2.85	1.79	1.00	6.80	SeU		No	Yes	332		Oil	Covert TN
Detroit CN	Cars	90	Clash	B-R	Plain	Plain	5.00	2.75	3	GeT	⅜	½	⅝	⅜		½	Cast I		2320	Spec	8–10	3	3.38	1.61	1.00	None	4.16	Eng	Ce	No	Yes	70		Oil	Detroit CN
Detroit HS	Cars	125	Clash	B-R	Roller	Roller	6.00	3.35	3	GeT	⅜	⅝	¾	1	None	⅝	Cast I		2320	Spec	7–9	3	3.34	1.69	1.00	None	4.16	Eng	Ce	No	Yes	85		Oil	Detroit HS
Detroit HS-A	Cars	135	Clash	B-R	Roller	Plain	6.00	3.35	3	GeT	⅜	⅝	¾	1	None	⅝	Cast I		2320	Spec	7–9	3	3.11	1.69	1.00	None	3.76	Eng	Ce	No	Yes	85		Oil	Detroit HS-A
Detroit R	T, B	200	Clash	Ball	Roller	Ball	9.87	4.42	4	GeT	⅞	1	1	1	½	1	Cast I		2320	Spec	6–8	4	5.90	3.23	1.75	1.00	7.08	E-A	Ce	No	Yes	180		No F	Detroit R
Detroit R	B, T	200	Clash	Ball	Roller	Ball	9.87	4.42	4	GeT	⅞	1	1	⅝	1	1	Cast I		2320	Spec	6–8	3	3.14	1.70	1.00	.63	3.74	E-A	Ce	No	No	205		Oil	Detroit R
Detroit W	B, T	300	Clash	Ball	Roller	Ball	2.19	5.00	4	GeT	1	1⅜	1¼	1¼	⅞	1⅜	Cast I		2320	Spec	6–8	4	6.05	3.47	1.81	1.00	7.00	SeU	Ce	No	Yes	225		No F	Detroit W
Detroit KL	C, T	150	Clash	Ball	Roller	Roller	6.62	3.35	3	GeT	¾	⅞	⅞	⅞	None	¾	Cast I		2320	Spec	7–9	3	3.11	1.69	1.00	None	3.76	Eng	Ce	Opt	Yes	100		Oil	Detroit KL
Dundore M35	Cars	Var	Clash	Ball	Plain	Ball	7.00	3.66	3	GeT	¾	⅞	⅞	⅞	None	⅞	Cast I		2345	2320	6-8	3	3.07	1.76	1.00	None	4.01	Eng	Ce	No	Yes	120	85	Oil	Dundore M35
Dundore R	Cars	Car	Clash	Ball	Ball	Ball	10.00	4.50	4	GeT	¾	⅞	⅞	¾	⅞	¾	Alum		2345	3250	6-8	3	2.69	1.56	1.00	.73	3.46	E-A	Ce	No	Yes		120	Oil	Dundore R
Dundore F50	Trucks	Var	Clash	Ball	Ball	Ball	8.62	4.25	3	GeT	⅞	1	1	Dir	None	1	Cast I		2345	3250	6-8	3	3.36	1.90	1.00	None		E-A	Ce	No	Yes	155		Oil	Dundore F50
Durston 04700	C, T	125	Clash	Roller	Roller	Plain	5.31	3.31	3	GeT	⅝	1	⅝	⅝	None		Cast I		3140	2320	6-8	3	3.09	1.85	1.00	None	3.87	Eng	Ce	No	Yes	75		Oil	Durston 04700
Durston 04800	C, T	125	Clash	Ball	Plain	Plain	5.31	3.31	3	GeT	⅝	1	⅝	⅝	None	⅝	Cast I		3140	2320	6-8	3	3.09	1.85	1.00	None	3.87	Eng	Ce	No	Yes	75		Oil	Durston 04800
Fuller TU	Taxi	Var	Clash	Ball	Ball	Ball	7.00	3.84	3	GeT	¾	⅞	⅞	½	None	⅞	Cast I		2320	2320	6-8	3	2.90	1.70	1.00	None	3.50	Eng	Ce	Yes	Yes	163		Oil	Fuller TU
Fuller SU	Trucks	Var	Clash	Ball	Ball	Ball	7.00	3.84	3	GeT	¾	⅞	⅞	½	None	⅞	Cast I		2320	2320	6-8	3	4.00	2.00	1.00	None	4.50	Eng	Ce	Yes	Yes	163		Oil	Fuller SU
Fuller GU	T & B	Var	Clash	Ball	Ball	Ball	8.34	4.50	4	GeT	1	1	⅞	⅞	½	1	Cast I		2320	2320	5–7	4	4.80	3.00	1.60	1.00	6.50	Eng	Ce	Yes	Yes	214		Oil	Fuller GU
Fuller S	T & B	Var	Clash	Ball	Ball	Ball	7.00	3.84	3	GeT	¾	⅞	⅞	½	None	⅜	Cast I		2320	2320	6-8	3	4.00	2.00	1.00	None	4.50	SeU	Ce	Yes	Yes	100		Oil	Fuller S
Fuller G	T & B	Var	Clash	Ball	Ball	Ball	8.34	4.50	4	GeT	1	1	⅞	⅞	½	1	Cast I		2320	2320	5–7	4	4.80	3.00	1.60	1.00	6.50	Se U	Ce	Yes	Yes	129		Oil	Fuller G
Fuller H	T & B	Var	Clash	Ball	Ball	Ball	12.25	5.25	4	GeT	1¼	1½	1¼	1¼	⅝	1½	Cast I		2320	2320	4½–6	4	6.30	3.20	1.70	1.00	6.30	SeU	Ce	Yes	Yes	215		Oil	Fuller H
Fuller HU	T & B	Var	Clash	Ball	Ball	Ball	12.25	5.25	4	GeT	1¼	1½	1¼	1¼	⅝	1½	Cast I		2320	2320	4½–6	4	6.30	3.20	1.70	1.00	6.30	Eng	Ce	Yes	Yes	295		Oil	Fuller HU
Fuller 2-SC	T & B	Var	Clash	Ball	Ball	Ball	4.66	3.84	2	GeT	⅞	⅞	½	None	None	None	Cast I		2320	2320	5–7	2	1.70	1.00	None	None		Eng	Ce	Yes	Yes	135		Oil	Fuller 2-SC
Fuller RU	T & B	Var	Clash	Ball	Ball	Ball	10.00	4.5	4	GeT	1	1⅝	1⅛	1⅛	½	1¼	Cast I		2320	2320	5–7	4	4.8	3.0	1.6	1.0	6.1	Eng	Ce	Yes	Yes	245		Oil	Fuller RU

ABBREVIATIONS:
******—Auxiliary Transmission.
‡—Special Design.
†—Semi Steel.
*****—Optional.
a—3rd Ratio.

Alum—Aluminum.
b—5th Ratio.
B—Buses.
B & R—Ball & Roller.
c—7th Ratio.
C—Cars.

Car—Carbon Steel.
Cast I—Cast Iron.
Ce—Center.
ChS—Chrome Steel.
CI & Al—Cast Iron and Aluminum.
C-S—Center or Side.

Dir—Direct.
E-A—Engine or Amidships.
Eng—Unit with Engine.
GeT—Gear Teeth.
IndC—Individual Clutch.

NoF—Non Fluid Oil.
Opt—Optional.
RC—Rail Cars.
R-P—Roller or Plain.
SeU—Separate Unit.

Spec—Special.
S St—Semi Steel.
T—Trucks.
Tr—Tractors.
Var—Variable.

American Stock Gearset Specifications—Continued

American Stock Gearset Specifications—Continued

MAKE AND MODEL	Designed for	Maximum Engine Torque (Lbs. Ft.)	Type	BEARINGS: Main Shaft	BEARINGS: Pilot	BEARINGS: Secondary Shaft	Inside Distance Between Bearings on Main Shaft (Ins.)	Distance Between Center Lines of Main and Secondary Shafts (Ins.)	Number of Forward Speeds	Type of Direct Drive Clutch	WIDTH OF GEAR FACES (In.): Constant Mesh Set	Low	Second	Third	Fourth	Reverse	Housing Material	Shaft Material (S.A.E. Number)	Gear Material (S.A.E. Number)	Gear Teeth Pitch	Direct Drive on	GEAR RATIOS: Low	Second	Third	Fourth	Reverse	Gearset Location	Control Location	Sold With Clutch?	Standard S.A.E. Gearshift	WEIGHT (Lbs.): Cast Iron	Aluminum	Recommended Type of Lubricant	MAKE AND MODEL
Fuller R	T & B	Var	Clash	Ball	Ball	Ball	10	4.5	4	GeT	1	1 3/8	1 1/8	1 1/16	1/2	1 1/4	Cast I	2320	2320	5-7	4	4.8	3.0	1.6	1.0	6.18	eU	Ce	Yes	Yes	170	....	Oil	Fuller R
Mechanics J	C, T	120	Clash	Ball	Plain	Plain	6.06	3.14	3	GeT	9/16	5/8	11/16	1 1/32	None	5/8	Cast I	1045	5150	7-9	3	3.07	1.76	1.00	None	4.02	Eng	Ce	No	Yes	58	....	Oil	Mechanics J
Mechanics LU	C, T	160	Clash	Ball	R-P	R-P	6.65	3.50	3	GeT	11/16	3/4	3/4	7/8	None	3/4	Cast I	5140	2345	7-9	3	3.24	1.8	1.00	None	4.16	Eng	Ce	No	Yes	75	No	Oil	Mechanics LU
Muncie Gear T5	C, T	165	Clash	Ball	Plain	Plain	5.87	3.00	3	GeT	7/8	5/8	11/16	Dir	None	5/8	Cast I	3120	3120	6-8	3	2.80	1.75	1.00	None	2.80	E-A	Ce	No	Yes	85	60	Oil	Muncie Gear T5
Muncie Gear T23N	C, T	200	Clash	Ball	Roller	Ball	7.00	4.00	3	GeT	3/4	11/16	13/16	Dir	None	11/16	Cast I	3120	3120	6-8	3	3.00	1.82	1.00	None	3.90	Eng	Ce	Opt	Yes	117	....	Oil	Muncie Gear T23N
Muncie Prod. 551475	Cars	115	Clash	Ball	Plain	Plain	6.14	3.21	3	GeT	1 1/16	11/16	3/4	Dir	None	5/8	Cast I	Car	Spec	7-9	3	3.32	1.77	1.00	None	4.27	E-A	Ce	No	Yes	61	....	Oil	Muncie Prod. 551475
Muncie Prod. 487830	Cars	115	Clash	Ball	Plain	Plain	6.14	3.21	3	GeT	1 1/16	11/16	3/4	Dir	None	5/8	Cast I	2320	Spec	7-9	3	3.32	1.77	1.00	None	4.27	E-A	Ce	No	Yes	61	....	Oil	Muncie Prod. 487830
Muncie Prod. Z-4635	Trucks	160	Clash	Ball	Roller	Roller			3	GeT	3/4	11/16	7/8	Dir	None	11/16	Cast I	2320	6150	6-8	3	3.87	1.82	1.00	None	4.71	Eng	Ce	No	Yes	138	....	Oil	Muncie Prod. Z-4635
Warner Gear T64J	Cars	150	Clash	Ball	Roller	Plain	6.09	3.35	3	GeT	9/16	11/16	3/4	7/8	None	11/16	Cast I	1045	5150	7-9	3	3.11	1.69	1.00	None	3.78	Eng	Ce	No	Yes	100	....	Oil	Warner Gear T64J
Warner Gear T66	C, T	200	Clash	Ball	Roller	Roller	7.13	4.00	3	GeT	3/4	5/8	5/8	7/8	None	5/8	Cast I	1045	5150	6-8	3	3.04	1.81	1.00	None	3.70	Eng	Ce	No	Yes	130	....	Oil	Warner Gear T66
Warner Gear T53	Trucks	220	Clash	Ball	Roller	Ball	11.71	5.00	4	GeT	1	1 1/4	1 1/4	1 1/4	7/8	1 1/4	Cast I	2345	2345	5-7	4	4.99	3.16	1.79	1.00	5.78	SeU	Opt	No	Yes	230	....	Oil	Warner Gear T53
Warner Gear T-68	C, T	125	Clash	Ball	Plain	Plain	5.72	2.75	3	GeT	11/64	1/4	3/4	1/2	None	11/64	Cast I	2345	5150	8-10	3	3.07	1.77	1.00	None	4.00	Eng	Ce	No	Yes	85	....	Oil	Warner Gear T-68

ABBREVIATIONS:
**—Auxiliary Transmission.
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*—Optional.
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B—Buses.
B & R—Ball & Roller.
c—7th Ratio.
C—Cars.
Car—Carbon Steel.
Cast I—Cast Iron.
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Eng—Unit with Engine.
GeT—Gear Teeth.
IndC—Individual Clutch.
NoF—Non Fluid Oil.
Opt—Optional.
RC—Rail Cars.
R-P—Roller or Plain.
SeU—Separate Unit.
Spec—Special.
S St—Semi Steel.
T—Trucks.
Tr—Tractors.
Var—Variable.

American Stock Front Axle Specifications

MAKE AND MODEL	Designed for	Maximum Load on Spring Pads (Lbs.)	AXLE CENTER: Material (S.A.E. No.)	AXLE CENTER: Type	AXLE CENTER: Depth of Section (Ins.)	AXLE CENTER: Width of Flange (Ins.)	Type of Steering Head	BEARINGS TYPE: In Hubs	BEARINGS TYPE: Spindle Thrust	BEARINGS TYPE: Pivots	MATERIAL: Steering Knuckle (S.A.E. No.)	MATERIAL: Knuckle Arm (S.A.E. No.)	Traverse Inclination of Steering Pivots (Deg.)	Inclination of Steering Knuckle Spindles (Deg.)	Recommended Fore & Aft Inclination (Deg.)	Do Wheels Trail?	TIE ROD: Location	TIE ROD: End Type	Effective Length of Drag Link Arm (Ins.)	Spring Pad Location	ROAD CLEARANCE: Absolute Minimum (Ins.)	ROAD CLEARANCE: Tire Sizes (Ins.)	FRONT WHEEL BRAKES: Equipped?	FRONT WHEEL BRAKES: Type	FRONT WHEEL BRAKES: Diameter of Drum (Ins.)	Wheel Tread (Ins.)	Weight (Complete Without Wheels, Lbs.)	MAKE AND MODEL
Adams 75300	Cars		1035	I-S	2 1/8	1 5/8	Rev. Ell	Ball	Plain	Plain	3130	3130	7	2	0	No	R A	Ball	6	A A									Adams 75300
Adams 75702	Cars		1035	I-S	2 1/8	1 5/8	Rev. Ell	Ball	Plain	Plain	3130	3130	0	2	0	No	R A	Y & P	5	A A									Adams 75702
Columbia 5300	Trucks	2000	1035	I-S	2 5/8	1 3/4	Elliott	Roller	Ball	Plain	Spec	1035	0	2	2	0	R A	Ball	9	A A	10	34	N P	None	None	58	105	Columbia 5300
Columbia 1200	Cars	1200	1035	I-S	2 5/8	1 5/8	Elliott	Roller	Ball	Plain	1035	1035	7	2	2	0	R A	Ball	8	A A	10	.....	Stk	Ext	14	56	100	Columbia 1200
Columbia 1400	Cars	1200	1035	I-S	2 1/8	1 5/8	Elliott	Roller	Ball	Plain	1035	1035	7	2	2	0	R A	Ball	8	A A	10	.....	Stk	Ext	12	56	100	Columbia 1400
Columbia 1600	Cars	1600	1035	I-S	2 5/8	1 5/8	Elliott	Roller	Ball	Plain	1035	1035	0	2	2	0	R A	Ball	9	A A	10	32	N P	Int	12-14	56	85	Columbia 1600
Columbia 5200	Trucks	2600	Spec	I-S	2 5/8	1 3/4	Rev. Ell	Roller	Ball	Plain	1035	1035	7	2	2	0	R A	Ball	9	A A	10	34	Stk	Int	15	56	130	Columbia 5200
Continental 2203	T & B	Var	1035	I-S	3 3/8	2 1/4	Elliott	Roller	Roller	Roller	3135	3135	0	1 1/2	0	No	R A	Ball	7 1/4	A A	9 1/2	18	Opt	Int	17	66 1/2	Var	Continental 2203
Continental 2402	T & B	Var	1035	Tub		2 3/8	Elliott	Roller	Roller	Roller	3135	3135	0	1 1/2	0	No	R A	Y & P	8	A A	8 7/8	18	Opt	Int	17	Opt	Var	Continental 2402
Continental 2301	Trucks	Var	1035	I-S	2 1/2	1 3/4	Elliott	Roller	Roller	Plain	3135	3135	0	1 1/2	0	No	R A	Ball*	6 1/4	A A	12	34	N P	None	None	56	Var	Continental 2301
Continental 2302	Trucks	Var	1035	I-S	2 1/4	2	Elliott	Roller	Roller	Roller	3135	3135	0	1 1/2	0	No	R A	Ball*	6 5/8	A A	15	36	Opt	Int	17	56*	Var	Continental 2302
Continental 1803	Trucks	Var	1035	I-S	3 3/8	2 1/4	Elliott	Roller	Roller	Roller	3135	3135	0	1 1/2	0	No	R A	Ball*	7 1/4	A A	14 1/2	36	Opt	Int	17	60*	Var	Continental 1803
Continental 1901	Trucks	Var	1035	I-S	2 1/4	2	Elliott	Roller	Roller	Ball	3135	3135	0	1 1/2	0	No	R A	Ball*	6 3/8	A A	15	36	Opt	Int	17	56*	Var	Continental 1901
Continental 2001	Trucks	Var	1035	I-S	2 1/2	1 3/4	Elliott	Roller	Roller	Plain	3135	3135	0	1 1/2	0	No	R A	Ball*	6 1/2	A A	12	34	Opt	Int	20	56	Var	Continental 2001
Continental 2005	Trucks	Var	1035	I-S	4	2 1/2	Elliott	Roller	Roller	Roller	3135	3135	0	1 1/2	0	No	R A	Y & P	6 1/2	A A	14	36	Opt	Int	20	61 1/2*	Var	Continental 2005
Eaton 14HB	Cars	Var	1035	I-S	2 5/8	1 3/4	Rev. Ell	Roller	Plain	Plain	3135	3135	7 1/2	2	0	Yes	R A	Ball	8	A A	9 1/2	32	Stk	Ext	14 3/8	56 1/2	150	Eaton 14HB
Eaton 382-F	Cars	Var	3135	I-S	2 5/8	1 5/8	Rev. Ell	Roller	Ball	Plain	3135	3135	0	3	0	Yes	R A	Ball	8	A A	9 1/2	32	Stk	Int	14	56	160	Eaton 382-F
Eaton 421-F	Cars	Var	3135	I-S	2 5/8	1 3/4	Rev. Ell	Roller	Ball	Plain	3135	3135	7	2	0	Yes	R A	Ball	7 7/16	A A	8 3/4	33	Stk	Servo	15 5/8	58 1/4	154	Eaton 421-F

American Stock Front Axle Specifications—Continued

MAKE AND MODEL	Designed for	Maximum Load on Spring Pads (Lbs.)	AXLE CENTER: Material (S.A.E. No.)	AXLE CENTER: Type	AXLE CENTER: Depth of Section (Ins.)	AXLE CENTER: Width of Flange (Ins.)	Type of Steering Head	BEARINGS TYPE: In Hubs	BEARINGS TYPE: Spindle Thrust	BEARINGS TYPE: Pivots	MATERIAL: Steering Knuckle (S.A.E. No.)	MATERIAL: Knuckle Arm (S.A.E. No.)	Traverse Inclination of Steering Pivots (Deg.)	Inclination of Steering Knuckle Spindles (Deg.)	Recommended Fore & Aft Inclination (Deg.)	Do Wheels Trail?	TIE ROD: Location	TIE ROD: End Type	Effective Length of Drag Link Arm (Ins.)	Spring Pad Location	ROAD CLEARANCE: Absolute Minimum (Ins.)	ROAD CLEARANCE: Tire Sizes (Ins.)	FRONT WHEEL BRAKES: Equipped?	FRONT WHEEL BRAKES: Type	FRONT WHEEL BRAKES: Diameter of Drum (Ins.)	Wheel Tread (Ins.)	Weight (Complete Without Wheels, Lbs.)	MAKE AND MODEL
Eaton.....501-F	Trucks..	1300	1040	I-S...	2 1/8	1 1/2	Elliott....	Roller...	Plain...	Plain....	3135	3135	0	2	0	Yes..	R A...	Ball...	7 3/4	AA...	10 5/8	31	N P..	None..	None..	56	60	Eaton.....501-F
Eaton (Torb).....750F	Trucks..	1800	1040	I-S...	2 3/8	1 3/4	Elliott....	Roller...	Plain...	Plain....	Spec..	3135	0	2	0	Yes..	R A...	Y & P.	8	A A...	9 7/8	32	N P..	None..	None..	56	100	Eaton (Torb).....750F
Eaton (Torb).....AA 3B	Trucks..	2400	1040	I-S...	2 1/2	2	Elliott....	Roller...	Plain...	Plain....	2330	2330	0	2	0	Yes..	R A...	Y & P.	8 1/4	A A...	11	34	N P..	None..	None..	56	120	Eaton (Torb).....AA 3B
Eaton.....AA 4B	Trucks..	2400	1040	I-S...	2 5/8	2	Elliott....	Roller...	Plain...	Plain....	2330	2335	0	2	0	Yes..	R A...	Y & P.	10	A A...	6 7/8	34	N P..	None..	None..	60	125	Eaton.....AA 4B
Eaton (Torb)..... CC 3B	Trucks..	3000	1040	I-S...	2 3/4	2 1/4	Elliott....	Roller...	Plain...	Plain....	2330	2330	0	2	0	Yes..	R A...	Y & P.	7 1/8	A A...	13 1/4	36	N P..	None..	None..	56	180	Eaton (Torb) .....CC 3B
Eaton.....6000F	Trucks..	7000	1035	I-S...	4 1/4	2 3/4	Elliott....	Roller...	Ball....	Plain....	Mol..	3135	0	2 1/2	0	Yes..	R A...	Y & P.	10 5/8	A A...	5 1/2	34	Stk..	Shoe..	16 7/8	66 1/8	578	Eaton.....6000F
Flint.....75-BA-80	T & B..	1800	1035	I-S...	2 1/4	1 1/2	Elliott....	Roller...	Plain...	Plain....	3135	1035	0	1 3/4	1	Yes....	R A...	B & S.	8	A A...	11 1/2	34	N P..	None..	None..	56	91	Flint.....75-BA-80
Flint.....90-BA-80	Buses...	2200	1035	I-S...	2 1/2	1 5/8	Rev. Ell..	Roller...	Plain...	Plain....	3135	1035	9	2	1	Yes..	R A...	Ball...	7 1/8	A A...	7 3/4	30	Opt..	Int...	16	56	105	Flint.....90-BA-80
Salisbury.....A&E	Cars....	1600	1040	I-S...	2 1/4	1 1/2	Elliott....	Roller...	Plain...	Plain....	1040	1040	0	2 1/2	1	Yes..	R A...	Y & P.	8	A A...	10 1/8	32	N P..	None..	None..	56	90	Salisbury.....A&E
Salisbury.....B	Cars....	2000	1040	I-S...	2 1/2	1 5/8	Elliott....	Roller...	Plain...	Plain....	1040	1040	0	2 1/2	1	Yes..	R A...	Y & P.	8	A A...	10	33	N P..	None..	None..	56	106	Salisbury.....B
Salisbury.....C	Cars....	1400	1040	I-S...	2 1/8	1 5/8	Elliott....	Roller...	Plain...	Plain....	1040	1040	5 1/2	2 1/2	1	Yes..	R A...	Ball...	8	A A...	9 3/8	32	Opt..	Ext...	12 1/4	56	100	Salisbury.....C
Salisbury.....H	Cars....	1500	1040	I-S...	2 1/8	1 5/8	Rev. Ell..	Roller...	Ball....	Plain....	5130	5130	6	2 1/2	1	Yes..	R A...	Ball...	8	A A...	10 1/8	32	Stk..	Ext...	12	56	88	Salisbury.....H
Salisbury.....D	Trucks..	2000	1040	I-S...	2 1/2	1 5/8	Elliott....	Roller...	Plain...	Plain....	3140	3140	0	2 1/2	1	Yes..	R A...	Y & P.	8	A A...	12	34	N P..	None..	None..	56	106	Salisbury.....D
Salisbury.....F	Cars....	1700	1040	I-S...	2 1/4	1 5/8	Rev. Ell..	Roller...	Ball....	Plain....	5130	5130	7	1 1/2	1	Yes..	R A...	Ball...	7 1/8	A A...	10	32	Stk..	Ext...	14	56	96	Salisbury.....F
Salisbury.....J	Cars....	1350	1040	I-S...	2	1 5/8	Rev. Ell..	Roller...	Ball....	Plain....	5130	1040	7	1 1/2	1	Yes..	R A...	Ball...	8 5/8	A A...	9 1/8	30	Stk..	Ext...	12	56	80	Salisbury.....J
Sheldon.....D343	Trucks..	2450	1030	I-S...	2 3/4	1 3/4	Elliott....	Roller...	Plain...	Ball....	3135	3135	0	1 1/2	0	No...	Opt...	Y & P.	Var...	A A...	Var...	Var.	N P..	None..	None.	Opt...	224	Sheldon.....D370
Sheldon.....D370	Trucks..	3190	1030	I-S...	3	1 7/8	Elliott....	Roller...	Ball....	Ball....	3135	3135	0	1 1/2	0	No...	Opt...	Y & P.	Var...	A A...	Var...	Var.	N P..	None..	None.	Opt...	320	Sheldon.....4FA-20
Sheldon.....4FA-20	Trucks..	4460	1030	I-S...	3 3/8	2 1/4	Elliott....	Roller...	Ball....	Ball....	3135	3135	0	1 1/2	0	No...	Opt...	Y & P.	Var...	A A...	Var...	Var.	N P..	None..	None.	Opt...	520	Sheldon.....5FA-30
Sheldon.....5FA-30	Trucks..	2890	1030	I-S...	4	2 5/8	Elliott....	Roller...	Ball....	Ball....	3135	3135	0	1 1/2	0	No...	Opt...	Y & P.	Var...	A A...	Var...	Var.	N P..	None..	None.	56	90	Sheldon.....D-260
Sheldon.....D-260	Trucks..	1100	1030	I-S...	2 1/4	1 5/8	Elliott....	Roller...	Plain...	Ball....	3135	3135	0	1 1/2	0	No...	Opt...	Y & P.	Var...	A A...	Var...	Var.	N P..	None..	None.	56	139	Sheldon.....33FA-500
Sheldon.....33FA-500	Trucks..	1550	1030	I-S...	2 5/8	1 3/4	Elliott....	Roller...	Plain...	Ball....	3135	3135	0	1 1/2	0	No...	Opt...	Y & P.	Var...	A A...	Var...	Var.	N P..	None..	None.	56	139	Sheldon.....Series 60
Sheldon.....Series 60	T & B..	6000	3135	I-S...	3 5/8	2 1/2	Rev. Ell..	Roller...	.....	Ball....	3135	3135	0	3	3	No...	R A...	Y & P.	7 1/2–9 1/2	A A...	13 3/8	36	Opt..	Int...	17	66	275	Sheldon.....Series 60
Sheldon.....Series 48	T & B..	4800	3135	I-S...	3 1/8	2	Rev. Ell..	Roller...	Roller...	Ball....	3135	3135	0	2 1/2	3	No...	R A...	Y & P.	6 3/4–9	A A...	12 7/8	36	Opt..	Int...	17	60	175	Sheldon.....Series 48
Sheldon.....Series 36	T & B..	3600	3135	I-S...	2 3/4	2	Rev. Ell..	Roller...	Roller...	Ball....	3135	3135	0	2 1/2	3	No...	R A...	Y & P.	6 3/4–9	A A...	13 1/4	36	Opt..	Int...	17	58	150	Sheldon.....Series 36
Sheldon.....Series 25	T & B..	2500	1035	I-S...	2 1/2	1 7/8	Rev. Ell..	Roller...	Roller...	Ball....	3135	3135	0	2 1/2	3	No...	R A...	Y & P.	7 3/4	A A...	11	36	Opt..	Int...	17	56	110	Sheldon.....Series 25
Sheldon.....Series 90	T & B..	9000	3135	I-S...	3 5/8	2 1/2	Rev. Ell..	Roller...	.....	Ball....	3135	3135	0	3	3	No...	R A...	Y & P.	7 1/2–9 1/2	A A...	13 3/8	36	Opt..	Int...	17	66	300	Sheldon.....Series 90
Shuler.....350	Trucks..	3000	1035	I-S...	2 1/2	1 3/4	Elliott....	Roller...	Plain...	Plain....	3135	3135	0	2	0	No...	R A...	Y & P.	6 1/2	A A...	12	32	Opt..	Int...	15 5/8	56*	130	Shuler.....350
Shuler.....5410	T & B..	3000	1035	I-S...	2 3/4	2	Elliott....	Roller...	Ball....	Plain....	3135	3135	0	2	0	No...	R A...	Y & P.	6 1/2	A A...	11 1/4	34	Opt..	Int...	15 5/8	56*	130	Shuler.....5410
Shuler.....510	Trucks..	3400	1035	I-S...	2 3/4	2	Elliott....	Roller...	Plain...	Plain....	3135	3135	0	2	0	No...	R A...	Y & P.	6 1/2	A A...	13	34	Opt..	Int...	15 5/8	56*	170	Shuler.....510
Shuler.....610	Trucks..	5400	1035	I-S...	3 1/2	2 1/2	Elliott....	Roller...	B-P....	Plain....	3135	3135	0	2	0	No...	R A...	Y & P.	6 3/4	A A...	13 1/2	34	Opt..	Int...	17 1/2	64 1/2*	235	Shuler.....610
Shuler.....550	Trucks..	4000	1035	I-S...	2 3/4	2	Elliott....	Roller...	Plain...	Plain....	3135	3135	0	2	0	No...	R A...	Y & P.	6 1/2	A A...	13	34	Opt..	Int...	15 5/8	58*	185	Shuler.....550
Shuler.....5550	Trucks..	4000	1035	I-S...	3	2 1/4	Elliott....	Roller...	Ball....	Plain....	3135	3135	0	2	0	No...	R A...	Y & P.	7 1/8	A A...	12 5/8	34	Opt..	Int...	15 5/8	58*	205	Shuler.....5550
Shuler.....5550-B	Buses...	4000	1035	I-S...	3 1/4	2 1/8	Elliott....	Roller...	Ball....	Plain....	3135	3135	0	2	0	No...	R A...	Y & P.	8 3/8	A A...	9	34	Opt..	Int...	15 5/8	64 1/2*	225	Shuler.....5550-B
Shuler.....610-B	Buses...	5400	1035	I-S...	3 1/2	2 1/2	Elliott....	Roller...	B-P....	Plain....	3135	3135	0	2	0	No...	R A...	Y & P.	8 3/4	A A...	6 1/2	34	Opt..	Int...	17 1/2	64 1/2*	255	Shuler.....610-B
Shuler.....650	Trucks..	7500	1035	I-S...	2 1/2	2 1/4	Elliott....	Roller...	B-P....	Plain....	3135	3135	0	2	0	No...	R A...	Y & P.	7	A A...	13 1/2	34	Opt..	Int...	17 1/2	64 1/2*	290	Shuler.....650
Shuler.....310	Trucks..	2400	1035	I-S...	2 1/2	1 3/4	Elliott....	Roller...	Plain...	Plain....	3135	3135	0	2	0	No...	R A...	Y & P.	6 1/2	A A...	12	32	Opt..	Int...	15 5/8	56*	120	Shuler.....310
Shuler.....5400	Trucks..	2400	1035	I-S...	2 3/4	2	Elliott....	Roller...	Plain...	Plain....	3135	3135	0	2	0	No...	R A...	Y & P.	7 1/8	A A...	11 1/4	34	Opt..	Int...	15 5/8	56	120	Shuler.....5400
Shuler.....5405	Trucks..	2400	1035	I-S...	2 3/4	2	Elliott....	Roller...	Ball....	Plain....	3135	3135	0	2	0	No...	R A...	Y & P.	7 1/8	A A...	11 1/4	34	Opt..	Int...	15 5/8	56	120	Shuler.....5405
Shuler.....650-B	Buses...	7500	1035	I-S...	3 1/2	2 1/2	Elliott....	Roller...	B-P....	Plain....	3135	3135	0	2	0	No...	R A...	Y & P.	8 3/4	A A...	6 1/2	34	Opt..	Int...	17 1/2	64 1/2*	300	Shuler.....650-B
Timken.....1250	Trucks..	2000	1035	I-S...	2 1/2	1 7/8	Elliott....	Roller...	Plain...	Plain....	5130	5130	0	2	2	Yes..	R A...	Y & P.	7 1/2	A A...	9 3/8	33	N P..	N P..	None.	56	97	Timken.....1250
Timken.....1460	Trucks..	2500	1035	I-S...	2 3/4	2 1/8	Elliott....	Roller...	Plain...	Plain....	5130	5130	0	1 1/2	2	Yes..	R A...	Y & P.	6 3/8	A A...	9	32	N P..	N P..	None..	56	167	Timken.....1460
Timken.....1526	Trucks..	3000	1035	I-S...	2 7/8	2 1/4	Elliott....	Roller...	Plain...	Plain....	5130	5130	0	1 1/2	2	Yes..	R A...	Y & P.	6 3/4	A A...	8 1/2	32	N P..	N P..	None..	58	181	Timken.....1526
Timken.....1544	Trucks..	3600	1035	I-S...	2 7/8	2 1/4	Elliott....	Roller...	Roller...	Plain....	5130	5130	0	1 1/2	2	Yes..	R A...	Y & P.	6 1/2	A A...	11	34	N P..	N P..	None..	58	198	Timken.....1544
Timken.....1632	Trucks..	5000	1035	I-S...	3 3/8	2 1/4	Elliott....	Roller...	Roller...	Plain....	5130	5130	0	1 1/2	2	Yes..	R A...	Y & P.	7 3/8	A A...	8 1/4	34	N P..	N P..	None.	66 1/2	263	Timken.....1632
Timken.....1730	Trucks..	7000	1035	I-S...	4 1/8	2 7/8	Elliott....	Roller...	Roller...	Plain....	5130	5130	0	1 1/2	2	Yes..	R A...	Y & P.	8 3/8	A A...	10 1/2	34	N P..	N P..	None..	68 3/4	416	Timken.....1730
Timken.....1473-H	Buses...	3500	1035	I-S...	2 3/4	2 1/4	Rev. Ell..	Roller...	Roller...	Plain....	5130	5130	6	3	1/2	Yes..	R A...	Ball...	8	A A...	7 1/4	32	Opt..	E-H..	17 1/4	72	170	Timken.....1473-H
Timken.....1560C	Buses...	5000	1035	I-S...	3	2 3/8	Rev. Ell..	Roller...	Roller...	Plain....	5130	5130	6	3	1/2	Yes..	R A...	Ball...	9 1/4	A A...	6	34	Opt..	I-A...	17 1/4	72	200	Timken.....1560C
Timken.....1660C	Buses...	7000	1035	I-S...	3 1/4	2 3/8	Rev. Ell..	Roller...	Roller...	Plain....	5130	5130	6	3	1/2	Yes..	R A...	Ball...	9	A A...	6 3/4	36	Opt..	I-A...	17 1/4	72	260	Timken.....1660C
Timken.....2160H	Cars....	1750	1035	I-S...	2 1/8	1 5/8	Rev. Ell..	Roller...	Ball....	Plain....	5130	5130	6	2 1/2	1/2	Yes..	R A...	Ball...	8 1/4	A A...	10 1/2	32	Opt..	E-H..	14 3/8	56	74	Timken.....2160H
Timken.....2335H	Cars....	2250	1035	I-S...	2 1/8	2 1/8	Rev. Ell..	Roller...	Ball....	Plain....	5130	5130	6	2 1/2	1/2	Yes..	R A...	Ball...	7 3/8	A A...	10 1/2	33	Opt..	E-H..	15 1/2	56	120	Timken.....2335H
U. S.....A	Cars....	1650	1035	I-S...	1 3/4	1 5/8	Lemoine...	Roller...	Roller...	Roller...	2335	3135	0	1 1/2	2	No...	R A...	Ball...	8	A A...	10 3/4	32	Stk..	Int...	14	56	135	U. S.....A
U. S.....B	Cars....	2200	2330	I-S...	2 1/2	2	Rev. Ell..	Roller...	Roller...	Ball....	3135	3135	9	1 1/2	2	No...	Opt...	Ball...	8	A A...	10	16	Stk..	Int...	14	56	165	U. S.....B
Vig-Tor.....105	C & T...	1300	1035	I-S...	2 1/4	1 3/8	Rev. Ell..	Roller...	Roller...	Roller...	2335	2335	0	2	2	Yes*..	R A...	Ball...	8 1/2	A A...	12 3/4	32	N P..	None..	None.	56	75	Vig-Tor.....105
Vig-Tor.....107	C & T...	1700	1035	I-S...	2 3/8	1 5/8	Rev. Ell..	Roller...	Roller...	Roller...	2335	2335	0	2	2	Yes*..	R A...	Ball...	8 1/2	A A...	10 7/8	34	N P..	None..	None.	56	90	Vig-Tor.....107
Vig-Tor.....125	T & B..	3300	1035	I-S...	3	2	Rev. Ell..	Roller...	Roller...	Roller...	2335	2335	0	2	2	Yes*..	R A...	Y & P.	8	A A...	13	36	N P..	None.	None.	58	225	Vig-Tor.....125
Vulcan.....3F	Trucks..	2800	1040	I-S...	3	1 3/4	Elliott....	Roller...	Plain...	Plain....	3140	3140	.....	2	1	Yes..	R A...	Y & P.	7	A A...	12	34	N P..	None.	None.	.....	150	Vulcan.....3F
Vulcan.....4F	Trucks..	3500	1040	I-S...	3 1/4	2 1/8	Elliott....	Roller...	Plain...	Plain....	3140	3140	.....	2	1	Yes..	R A...	Y & P.	7	A A...	13	36	N P..	None.	None.	.....	200	Vulcan.....4F
Wisconsin.....11	Trucks..	2750	1035	I-S...	2 3/4	1 3/4	Elliott....	Roller...	B-P....	Plain....	3135	1025	0	2	2	No...	R A...	Y & P.	8	A A...	11	34	N P..	None.	None.	56	130	Wisconsin.....11
Wisconsin.....21	Trucks..	3400	1035	I-S...	3 1/8	2	Elliott....	Roller...	Plain...	Plain....	3135	1025	0	2	2	No...	R A...	Y & P.	9	A A...	11	34	N P..	None.	None.	58	175	Wisconsin.....21
Wisconsin.....30	Trucks..	5000	1035	I-S...	3 5/8	2 1/4	Elliott....	Roller...	Ball....	Plain....	3135	1025	0	2	2	No...	R A...	Y & P.	9	A A...	12	36	N P..	None.	None.	65	275	Wisconsin.....30
Wisconsin.....50	Trucks..	6600	1035	I-S...	4	2 1/2	Elliott....	Roller...	Ball....	Plain....	3135	1025	0	2	2	No...	R A...	Y & P.	10	A A...	11	36	N P..	None.	None.	65	380	Wisconsin.....50
Wisconsin-Columbia..7000	T & B...	3000	1035	I-S...	2 3/4	2	Elliott....	Roller...	Plain...	Plain....	2335	2335	0	2	2	No...	R A...	Y & P.	8	A A...	10	34	N P..	None.	None.	56	135	Wisconsin-Columbia..7000
Wisconsin-Columbia..8500	T & B...	4000	1035	I-S...	3	2	Elliott....	Roller...	Plain...	Plain....	2335	2335	0	2	2	No...	R A...	Y & P.	9	A A...	10	34	N P..	None.	None.	58	175	Wisconsin-Columbia..8500

ABBREVIATIONS:
B—Buses
C—Cars
*—Dimensions Optional
AA—Above Axle
B-P—Ball or Plain
B&P—Ball and Plain
E-H—External Hydraulic
Ext—External
IA—Internal Air Operated
Int—Internal
I-S—Section
Mol—Molybdenum
N-P—No Provision
Opt—Optional
RA—Rear of Axle
Rev. Ell.—Reverse Elliott
Spec—Special
Stk—Standard Equipment
T—Trucks
Tub—Tubular
Var—Variable
Y&P—Yoke and Pin

American Aero Engine Specifications

MAKE AND MODEL	CYLINDER DATA							RATING				CONSUMPTION			WEIGHT		CARBURETORS		IGNITION SYSTEM		STARTING		INSTALLATION DIMENSIONS (Ins.)				
												Per Brake H.P.Hour											Overall				
	Arrangement	Cooling Medium	Number of Cyls.	Bore and Stroke (Ins.)	Total Piston Displacement (Cu. Ins.)	Compression Ratio	Brake M.E.P. (Lbs. per Sq. In.)	Mfrs. Rated H.P. at Specified R.P.M.	Brake H.P. at Specified R.P.M.	Normal Crankshaft R.P.M.	Propeller Shaft R.P.M.	Gas (Lbs.)	Oil (Lbs.)	Approx. Gallons Gas Per Hour	Engine Dry (Lbs.)	Per Brake H.P. (Lbs.)	Make	Number	Make	Current Source	Number	Make	Method	Length	Height	Width	Height Above Engine Bed	Center to Center of Engine Bearers
Curtiss.....OX-5	Vee 90..	Wat..	8	4 x5	503	4.92	‡	90–1400	100–1400	1400	1400	.49	.02	8¼	377	4.19	Zen	d	Berl	M	1	Own	H.C.	55⅜	31½	29¾	17¾	12⅞
‖Curtiss.....V-1400	Vee 60..	Wat..	12	4⅞x6¼	1400	5.5	139	500–2100	519–2100	2100	2100	.48	.02	‡	680	1.36	Stro	2	Spli	D	1	Bijur	E.M.	51	35	26	21	15¾
Curtiss.....R-1454	Radial..	Air...	9	5⅝x6½	1454	5.4	‡	400–1750	‡	1750	1750	‡	‡	‡	790	1.97	Stro	1	Spli	M	1	Own	H.C.	52¾	52¾*	16½†	0	0
Curtiss.....D-12	Vee 60..	Wat..	12	4½x6	1145	5.3	‡	430–2250	‡	2250	2250	.50	.01	‡	680	1.54	Stro	2	Spli	M	2	Bijur	E.M.	56¾	34¾	28¼	21½	15¾
Curtiss.....C7-6A	Vertical.	Wat..	6	4½x6	573	5.2	‡	160–1750	165–1750	1750	1750	.50	.02	‡	420	2.54	Zen	1	Berk	M	2	Bijur	E.M.	57	40¾	23	24	15¾
Fairchild-Caminez. 447-B	Radial..	Air...	4	5⅝x4½	447	5.2	112	150–1200	‡–‡	1200	1200	‡	‡	‡	360	2.4	Stro	1	Scin	M	2	E'lipse	H.C	34	37	37	0	0
‖Morehouse.....M-80	Horiz...	Air...	2	3¾x3⅝	80	5.0	116	28–2500	‡	2500	2500	.55	‡	‡	85	3.0	Stro	1	Scin	M	1	None	P.S.	22	17⅜	30¼	10	10⅝
‖Packard (Direct)..1500	Vee 60..	Wat..	12	5¾x5½	1498	5.5	136	500–2100	560–2100	2100	2100	.52	.03	43	730	1.30	Stro	2	Spli	D	1	AeroM	H.C.	61⅝	37	26⅞	22	15¾
Packard (Geared)..1500	Vee 60..	Wat..	12	5⅜x5½	1498	5.5	136	500–2100	560–2100	2100	1065	.52	.03	43	850	1.51	Stro	2	Opt	C	..	AeroM	H.C.	63	37	26⅞	22	15¾
Packard (Inverted)..1500	Vee 60..	Wat..	12	5⅜x5½	1498	5.5	136	500–2100	560–2100	2100	2100	.52	.03	43	750	1.34	Stro	2	Opt	C	..	AeroM	H.C.	65	38⅝	26⅞	6	15¾
‖Packard (Direct)..2500	Vee 60..	Wat..	12	6⅜x6½	2490	5.7°	138	800–2000	835–2000	2000	2000	.52	.03	70	1146	1.37	Stro	2	Spli	D	1	AeroM	H.C.	74⅛	42	30	26½	18¼
Packard (Geared)..2500	Vee 60..	Wat..	12	6⅜x6½	2490	5.7°	138	800–2000	835–2000	2000	1000	.52	.03	70	1300	1.55	Stro	2	Opt	C	..	AeroM	H.C.	74⅛	42	30	26½	18¼
Rickenbacker.....	Radial..	Air...	5	4 x3½	220	5.0	120	60–1800	‡	1800	1800	‡	‡	‡	175	2.92	‡	1	‡	M	2	‡	‡	30*	13½†	13½†	0	0
Tips & Smith.....“S-R”	Radial .	Air...	9	4.13x5.51	667	5.2	‡	120–1400	‡	1400	1400	‡	‡	6½	336	2.8	Spec	1	Own	M	1	None	P.S.	36*	36*	.....	18	13
‖Wright “Whirlwind” J-4A	Radial..	Air...	9	4½x5½	788	5.2	113	200–1800	210–1800	1800	1800	.59	.01	20	465	2.20	Stro	1	Scin	M	2	Own	H.C.	43¾*	26½†	26½†	0	0
Wright “Tornado” .T-3A	Vee 60..	Wat..	12	5¾x6¼	1947	5.3	122	600–2000	630–2000	2000	2000	.52	.01	50	1170	1.86	Stro	2	Scin	M	2	Own	H.C.	59	42	30⅞	26	17
Wright “Tornado” .T-3A	Vee 60..	Wat..	12	5¾x6¼	1947	6.5	136	650–2000	680–2000	2000	2000	.50	.01	55	1170	1.72	Stro	2	Scin	M	2	Own	H.C.	59	42	30⅞	26	17
Wright “Gale”.....L-4	Radial..	Air...	3	4¼x5¼	223	5.0	122	60–1800	65–1800	1800	1800	.50	.02	5¼	172	2.65	Stro	1	Spli	M	2	None	P.S.	35½*	17†	17†	0	0
‖Wright “Cyclone”..P-2	Radial..	Air...	9	6 x6½	1653	5.3	108	370–1650	408–1650	1650	1650	.56	.02	35	810	1.98	Stro	1	Scin	M	2	Own	H.C.	49⅞*	19⅝†	19⅝†	0	0

ABBREVIATIONS:
†—Distance from Engine Plate to front of Crankcase.
*—Outside Diameter of Cylinders.
‡—Manufacturer did not supply information.
°—Others Furnished
‖—U. S. Air Service Engines

AeroM—Aeromarine.
Berk—Berkshire.
Berl—Berling.
C—Battery and Magneto.
d—Duplex
D—Double Magneto.
EM—Electric Motor.
HC—Hand Crank.
Horiz—Horizontal.
M—Magneto.
PS—Propellor Swinging.
Opt—Optional.
Scin—Scintilla.
Spec—Special.
Spli—Splitdorf.
Stro—Stromberg.
Wat—Water.
Zen—Zenith.

British Aero Engine Specifications

MAKE AND MODEL	CYLINDER DATA							RATING				CONSUMPTION			WEIGHT		CARBURETORS		IGNITION SYSTEM		STARTING		INSTALLATION DIMENSIONS (Ins.)				
												Per Brake H.P.Hour											Overall				
	Arrangement	Cooling Medium	Number of Cyls.	Bore and Stroke (Ins.)	Total Piston Displacement (Cu. Ins.)	Compression Ratio	Brake M.E.P. (Lbs. per Sq. In.)	Mfrs. Rated H.P. at Specified R.P.M.	Brake H.P. at Specified R.P.M.	Normal Crankshaft R.P.M.	Propeller Shaft R.P.M.	Gas (Lbs.)	Oil (Lbs.)	Approx. Gallons Gas Per Hour	Engine Dry (Lbs.)	Per Brake H.P. (Lbs.)	Make	Number	Make	Current Source	Number	Make	Method	Length	Height	Width	Height Above Engine Bed	Center to Center of Engine Bearers
A.B.C. Scorpin....Mk II	Horiz...	Air...	2	4.015x3.6	91	5½	132	35–2450	36.3–2450	2450	2450	.5	.035	2½	104	3	Zeni	1	BTH	M	1	‡	Imp.	32	22	18	‡	‡
A.D.C. Cirrus.....27/60	Vertical.	Air...	4	4.034x5.118	261	4.64	96.5	60–1800	65–2000	1800	1800	.55	.02	4½	260	4	Zeni	1	BTH	M	1,2	BTH	Imp.	39⅝	36	16½	22⅛	21
A.D.C. Airdisco..120/140	Vee 90°	Air...	8	4.034x5.118	522	4.64	96.5	120–1800	140–2000	1800	900	.54	.02	9	445	3.17	Zeni	2	BTH	M	1	None	P.S.	46	35	42⅛	18⅛	17
‖Armstrong S. Jaguar .IV	Radial..	Air...	14	5 x5½	1518	5.0	125	385–1700	400–1700	1700	1700	.52	.02	22	780	1.95	Own	D	BTH	M	2	Own	H.C.	46½	26½	45	‡	‡
Armstrong S. Lynx...IV	Radial..	Air...	7	5 x5½	759	5.0	125	180–1620	190–1620	1620	1620	.52	.02	14	480	2.55	Zeni	D	BTH	M	2	Own	H.C. Gas	41½	21½	45	‡	‡
‖Bristol Jupiter.....V	Radial..	Air...	9	5¾x7½	1753	5.3	120	425–1650	435–1650	1650	1650	.52	.03	29	780	1.80	Own	T	BTH	M	2	Own	H.C. Gas	53	20	‡	‡	‡
Bristol Lucifer.....IV	Radial..	Air...	3	5¾x6¼	487	5.3	127	120–1700	132–1700	1700	1700	.50	.03	8	330	2.50	Own	1	Lucas	M	2	Own	H.C.	48	19	‡	‡	‡
Bristol Cherub.....III	Horiz...	Air...	2	3.54x3.8	75	5.5	119	33–3000	34–3000	3000	3000	.55	.02	2	95	2.90	Zeni	1	Watf	M	1	Watf	Imp.	25½	8¾	‡	‡	‡
‖Napier “Lion”.....E-64	W.....	Wat..	12	5½x5⅛	1461	5.8	122	450–2000	473–2000	2000	1318	.53	.02	32½	960	2.10	Clau	2	BTH	M	2	Napier	H.C.	57	36	42	26¼	17
Napier “Lion”.....E-64	W.....	Wat..	12	5½x5⅛	1461	5.1	116	425–2000	430–2000	2000	1318	.55	.03	31½	950	2.21	Clau	2*	BTH	M	2	Napier	C.A. H.C.	57	36	42	26¼	17
Napier “Lion”.....E-75	W.....	Wat..	12	5½x5⅛	1461	5.8	122	450–2000	473–2000	2000	2000	.53	.02	32½	915	2.03	Clau	2*	BTH	M	2	Napier	C.A. H.C. C.A.	57	36	42	26¼	17
Napier “Lion”....Racing	W.....	Wat..	12	5½x‡	‡	‡	‡	‡	700–2700	2700	2700	‡	‡	‡	‡	‡	Napier	3	BTH	M	2	Napier	C.A.	‡	‡	‡	‡	17.16
‖Napier “Cub”.....E-73	X.....	Wat..	16	6¼x7½	3682	5.3	113	1000–1900	1000–1900	1900	931	.48	.03	64½	2450	2.45	Clau	20	BTH	M	4	Napier	Gas	80¾	64¼	57	28¼	32
‖Rolls-Royce Condor .III	Vee 60°	Wat..	12	5½x7½	2138	5.3	127	650–1900	650–1900	1900	907	.50	.03	44	1350	2.08	Clau	D	BTH	M	2	‡	Gas	69	45½	30½	25	26
‖Rolls-Royce Eagle...IX	Vee 60°	Wat..	12	4½x6½	1240	5.22	128	360–1800	360–1800	1800	1080	.51	.03	25	948	2.63	Clau	2	Watf	M	4	Own	H.C.	73	46	33	.....	24
Rolls-Royce Falcon...III	Vee 60°	Wat..	12	4 x5¾	867	5.12	127	250–1800	250–1800	1800	1061	.53	.02	18	692	2.77	Clau	4	BTH	M	2	Own	H.M.	65	41½	30	.....	24
†Sunbeam.....Dyak	Vertical.	Wat..	6	4.72x5.12	538	5.40	123	100–1200	104–1200	1200	1200	.49	.04	65	399	3.99	Clau	2	BTH	M	2	Own	H.C.	59	37¾	23	24	14
†Sunbeam.....Manitou	Vee 60°	Wat..	12	4.33x5.31	940	5.00	130	300–2000	308–2000	2000	1275	.49	.04	195	845	2.82	Clau	2	BTH	M	2	Own	E.M.	64½	35	33½	24¼	15¾
†Sunbeam.....Maori III	Vee 60°	Wat..	12	3.94x5.31	777	5.00	129	275–2100	280–2100	2100	1050	.49	.04	180	908	3.30	Clau	2	BTH	M	2	Own	C.A.	64	34¼	33	23⅛	15¾

ABBREVIATIONS:
†—1925 Specifications.
*—One Single, One Dual Carbureter.
‡—Information not furnished by manufacturers.

Armstrong S.—Armstrong-Siddeley
BTH—British Thompson Houston
CA—Compressed Air.
Clau—Claudel—Hobson.
D—Dual.
EM—Electric Motor.
HC—Hand Crank.
HM—Hand Magneto.
Horiz—Horizontal.
Imp—Impulse Starter.
M—Magneto.
PS—Propeller Swing.
T—Triplex.
Wat—Water.
Watf—Watford.
Zeni—Zenith.
‖—British Air Service Engines

American Airplane

MAKE AND MODEL	GENERAL CHARACTERISTICS									ENGINE					PERFORM						
					Overall Dimensions (Ft. In.)										Full Throttle		Cruising Speed			Climb	
	Class	Type	Designed For	Seating Capacity	Length	Height	Width	Wings of Folding Type?	Wings of Quick Detachable Type?	Make and Mode	Number	Total Horsepower	Cooling and Type	Method of Starting	M.P.H.	Altitude (Ft.)	M.P.H.	Altitude (Ft.)	Landing Speed M.P.H.	Altitude (Ft.)	Minutes
Alexander Eagle Rock	Tr-Bi	LandMac	Comm	3	23-6	9-6	38-	No	No	Curtiss OX-5	1	90	W-Vee	Pro Swg	90	SeL			40.0	550	1
Boeing (Mail)	Tr-Bi	LandMac	Mail-C	1				No	No	Liberty 12	1	400	W-Vee	Hand Crk	135.0	SeL	100	5000	50.0	6000	10
Boeing NB-1	Tr-Bi	Convt	Ele-Tr	2	28-8⅝	11-7¼	36-10	No	No	Wright J4	1	200	A-Rad	Hand Crk	95.	SeL	80	SeL	45.	5000	10
Boeing NB-2	Tr-Bi	Convt	Ele-Tr	2	28-8⅝	11-7¼	36-10	No	No	Wright E-4	1	200	W-Vee	Hand Crk	95.	SeL	78	SeL	46.	4000	10
Boeing PW-9	Tr-Bi	LandMac	Fig-S	1	22-10¼	8-9	32-1	No	No	Curtiss D-12	1	400	W-Vee	Hand Crk	170.	SeL	140	SeL	62.	10000	6.5
Boeing PB-1	T&PBi	Fly-B	Patrol	5	59-4½	20-10¼	88-4	No	No	Packard 2500	2	1600	W-Vee	Hand Crk	112	SeL	90	SeL	‡	‡	‡
Buhl Verville CW-3	Tr-Bi	LandMac	Ele-Tr	3	24-8	9-	35-4	Yes	Yes	Curtiss OX5	1	90	W-Vee	Pro Swg	95.	SeL	80	5000	40.	525	1
Consolidated W	Tr-Bi	LandMac	Mail-C	1	27-8½	10-3	34-5¾	No	Yes	Wright I,E or A	1	180	W-Vee	Hand Crk	100.	1000	88	1000	44.	570	1
Consolidated PT-1	Tr-Bi	LandMac	Ele-Tr	2	27-8¼	10-3	34-5¾	No	Yes	Wright I,E or A	1	180	W-Vee	Hand Crk	100.	1000	88	1000	43.	630	1
Consolidated J	Tr-Bi	Seap	A&E-Tr	2	27-6	12-4	34-5¾	No	Yes	Wright J-4	1	200	A-Rad	Hand Crk	105.	1000	93	1000	44.	700	1
Consolidated J	Tr-Bi	LandMac	A&E-Tr	2	27-6	10-3	24-5¾	No	Yes	Wright J-4	1	200	A-Rad	Hand Crk	105.	1000	93	1000	42.	770	1
Consolidated J	Tr-Bi	Seap	Mail-C	1	27-6	12-4	34-5¾	No	Yes	Wright J-4	1	200	A-Rad	Hand Crk	105.	1000	93	1000	45.	650	1
Consolidated J	Tr-Bi	LandMac	Mail-C	1	27-6	10-3	34-5¾	No	Yes	Wright J-4	1	200	A-Rad	Hand Crk	105.	1000	93	1000	43.	720	1
Cox-Klemin XSI	Tr-Bi	Seap	Dek-F	1	19-3	8-0	18-0	No	No	Lawrence L-4	1	60	A-Rad	Hand Crk	10.0	SeL		SeL	51.0	5100	10
Cox-Klemin CK1	Tr-Mo	Amph	Pas&F	9	45-7	13-0	58-10	No	No	Isotta-Fraschini A	2	500	W-Vet	Ele Mot	117.0	SeL		SeL	50.0	6500	14
Cox-Klemin CK2A	Tr-Bi	LandMac	Ele-Tr	2	25-0	9-6	36-6	No	No	Wright E	1	180	W-Vee	Hand Mag	110.0	SeL		SeL	45.0	900	1
Cox-Klemin XAI	Tr-Bi	LandMac	Ambul	4	30-8	11-2	44-9	No	No	Liberty 12	1	400	W-Vee	Ele Mot	113.0	SeL		SeL	45.0		
Cox-Klemin XO4	Tr-Bi	LandMac	Recon	2	30-3	11-0	42-1	No	Yes	Liberty 12	1	400	W-Vee	Ele Mot	140.0	SeL		SeL		6500	8
Cox-Klemin CKCOI	Tr-Bi	LandMac	Recon	2	30-3	11-0	42-1	No	Yes	Napier Lion	1	450	W-3-W	Hand Crk	151.0	SeL		SeL			
Curtiss P-1	Tr-Bi	LandMac	Fi-S	1	22-2	8-6	31-6	No	Yes	Curtiss D-12	1	430	W-Vee	Hand Crk	170.0		145		61.0	12400	10
Curtiss F6C-2	Tr-Bi	Seap	Fi-S	1	25-5	10-8	31-6	No	Yes	Curtiss D-12	1	430	W-Vee	Hand Crk	159.0		135		64.0	11000	10
Curtiss O-1	Tr-Bi	LandMac	Recon	2	27-10	10-3	38-0	No	Yes	Curtiss D-12	1	430	W-Vee	Ele Mot	153.6		130		62.0	9150	10
Curtiss "Carrier Pigeon"	Tr-Bi	LandMac	Mail-C	1	28-7	12-1	41-11	No	Yes	Liberty 12	1	400	W-Vee	Ele Mot	126.7		105		55.2		
Curtiss "Lark"	Tr-Bi	LandMac	Pas&F	3	21-10	9-4	30-8	No	Yes	Curtiss C-6	1	160	W-Vet	Pro Swg	114.0		100		49.5	6650	10
Curtiss R3C-1	Tr-Bi	LandMac	Rac	1	20-0	8-1	22-0	No	Yes	Curtiss V-1400	1	600	W-Vee	Hand Crk	263.9				75.0		
Curtiss R3C-2	Tr-Bi	Seap	Rac	1	22-8	10-4	22-0	No	Yes	Curtiss V-1400	1	600	W-Vee	Hand Crk	245.7				78.5		
Douglas C-2	Tr-Bi	LandMac	Pas&F	9	36-0	14-0	36-0	No	No	Liberty 12	1	400	W-Vee	Hand Crk	116	SeL	100	SeL	46.		
Elias M-1	Tr-Bi	LandMac	Mail-C	1	28-0	10-8	40-0	No	Yes	Liberty 12	1	420	W-Vee	Pro Swg	130.	1000	105	1000	50.	5000	7
Elias AJE	Tr-Bi	LandMac	Pas&F	3	29-2	11-8	44-	No	Yes	Liberty 12	1	420	W-Vee	Pro Swg	125.	1000	108	1000	50.	5000	6
Fokker S-E	Tr-Bi	LandMac	Ele-Tr Adv-Tr	2	26-5	10-2	34-10	No	No	Curtiss OX5 Wright E-1	1 1	90 180	W-Vee W-Vee	Hand Mag Hand Mag	90 110	SeL SeL	90 95	1000 1000	40 40	10000 10000	30 45
Fokker F-7-A	Tr-Mo	LandMac	Pas&F	10	41-10	12-7	62-5	No	Yes	Liberty 12	1	420	W-Vee	Hand Mag	115	SeL	98	1500	45	10000	41
Fokker F-7-A	Tr-Mo	LandMac	Pas&F	10	45-0	12-7	62-5	No	Yes	Wright (Whirlwind)	3	600	A-Rad	Hand Crk	125	SeL	105	1500	50	10000	17.5
Fokker Universal	Tr-Mo	LandMac	Pas&F	7	33-0	8-0	47-0	No	Yes	Wright (Whirlwind)	1	200	A-Rad	Hand Mag	122	SeL	100	1500	45	10000	21
Ford (Stout) Monoplane	Tr-Mo	LandMac	Pas&F	9	45-8	11-10	58-4	No	No	Liberty 12	1	400	A-Vee	Ele Mot	115.0	SeL	96.8	SeL	52.0	5000	10
Huff-Daland Petrel IV	Tr-Bi	LandMac	Sport	3	23-6		29-4	No	Yes	Wright E	1	190	W-Vee	Hand Crk	125.	SeL	100	2000	50.	10000	22
Huff-Daland AT-1	Tr-Bi	LandMac	Adv-Tr	3	23-6		29-4	No	Yes	Wright E	1	190	W-Vee	Hand Crk	125.	SeL	100	2000	50.	10000	22
Huff-Daland Petrel V	Tr-Bi	Convt	Ele-Tr	2	28-6	9-8	33-	No	Yes	Wright J4	1	210	A-Rad	Hand Crk	118.	SeL	90	2000	38.	10000	13
Huff-Daland "Duster"V	Tr-Bi	LandMac	Dusting	1	28-6	9-8	33-	No	Yes	Wright J4	1	210	A-Rad	Hand Crk	118.	SeL	90	2000	38.		
Huff-Daland "Duster"HD-31	Tr-Bi	LandMac	Dusting	3	38-3	14-3	50	No	No	Liberty	1	410	W-Vee	Ele Mot	110.	SeL	80	2000	40.		
Huff-Daland LB-1	Tr-Bi	LandMac	Day-B	5	46-2	14-4	66	No	No	Packard A2500	1	800	W-Vee	Ele Mot	130.	SeL	100	2000	52.		
Ireland "Comet"	Tr-Bi	LandMac	Pas&F	3	25-10	10-2	36-0	No	No	Curtiss OX-5	1	90	W-Vee	Pro Swg	96.	0	80	0	40.	700	1
Lincoln-Standard L-S-5	Tr-Bi	LandMac	Pas&F	5	27-	10-7	44-7	No	No	Hispano-Suiza		150	W-Vee	Hand Mag	92.8	5000	86.0	5000	34.	5200	10
Lincoln-Standard Tourabout	Tr-Bi	LandMac	Pas&F	3	27-	11-7	44-7	No	No	Hispano-Suiza		150	W-Vee	Hand Mag	90.	5000	86.0	5000	35.	10000	15
Lincoln Sport Plane	Tr-Bi	LandMac	Pas&F	1	16-	5-7	20-	No	Yes	Anzani		30	A-Vee	Hand Mag	90.	5000	75.0	5000	35.	800	1
Loening-Amphibian	Tr-Bi	Amph	Pas&F	5	34-	12-3	45-	No	Yes	Liberty Inverted	12	400	W-Vee	Ele Mot	125.	14000	105	5000	50.	10000	16
Martin-Glenn L. MO-1	Tr-Mo	Convt	Recon	3	38-1	12-11	53-1			Curtiss D-12	1		W		102					4700	10
Martin Glenn L. SC-2	Tr-Bi	LandMac	Torp	2	37-8¾	14-8	56-6⅞	Yes	No	Wright T-3	1	540	W-Vee	Hand Crk	89.1	0	69.73	0	53.	3200	10
Martin Glenn L. SC-2	Tr-Bi	Seap	Torp	2	41-8⅞	16-	56-6⅞	Yes	No	Wright T-3	1	540	W-Vee	Hand Crk	97.7	0	69.73		55.	2450	10
Martin Glenn L. SC-2	Tr-Bi	Seap	Fi-S	2	41-8⅞	16-	56-6⅞	Yes	No	Wright T-3	1	540	W-Vee	Hand Crk	97.7	0	69.73		55.	2450	10
Mercury MW-1	Tr-Bi	LandMac	Mail-C	1	28-6	11-4	47-1	No	No	Liberty 12	1	400	W-Vee	Pro Swg	125	SeL	105	SeL	51.9	1140	1
Mercury MW-2	Tr-Bi	LandMac	Mail-C	1	28-6	11-4	42-11	No	No	Liberty 12	1	400	W-Vee	Pro Swg	135	SeL	115	SeL	56.8	1110	1
Mercury Jr. MW-3	Tr-Bi	LandMac	Mail-C	1	22-8⅝	9-10	32-9¾	No	No	Curtiss C6-A	1	160	W-Vet	Hand Mag	125	SeL	105	SeL	51.3		
Mercury Jr. MA-4	Tr-Bi	LandMac	Mail-C	1	21-6	9-10	32-9¾	No	No	Wright J4	1	200	A-Rad	Hand Crk	132	SeL	112	SeL	51.8		
Mercury Jr. CW-1	Tr-Bi	LandMac	Pas&F	3	22-8⅝	9-10	32-9¾	No	No	Curtiss C6-A	1	160	W-Vet	Hand Mag	124	SeL	104	SeL	52.8		
Mercury Jr. CA-2	Tr-Bi	LandMac	Pas&F	3	21-6	9-10	32-9¾	No	No	Wright J4	1	200	A-Rad	Hand Crk	132	SeL	112	SeL	51.9		
Mercury Jr. TA-1	Tr-Bi	LandMac	Adv-Tr	2	21-6	9-10	32-9¾	No	No	Wright J4	1	200	A-Rad	Hand Crk	135	SeL	115	SeL	48.5		
Mercury Jr. TA-1S	Tr-Bi	Seap	Adv-Tr	2	26-6	11-6	32-9¾	No	No	Wright J4	1	200	A-Rad	Hand Crk	127	SeL	107	SeL	50.06		
Mercury Standard CW-3	Tr-Bi	LandMac	Pas&F	5	26-11	10-11	34-8	No	No	Curtiss 6-A	1	160	W-Vet	Hand Mag	105	SeL	90	SeL	45.5		
Mercury CW-4	Tr-Bi	LandMac	Pas&F	3	21-5⅝	8-11¼	36-0	No	No	Curtiss OX-5	1	90	W-Vee	Pro Swg	90	SeL	75	SeL	48.6		
Meteorplane C-1	Pu-Bi	LandMac	Pas&F	3	25-	9-	36-	No	No	Clerget	1	150	A-Rot	Pro Swg	110	SeL	90	SeL	36.	500	1
Meteorplane C-2	Tr-Bi	LandMac	Pas&F	7	34-	10-2	60-	No	No	Clerget	2	300	A-Rot	Pro Swg	100	SeL	90	SeL	40.	500	1
Remington-Burnelli RB-4	Tr-Mo	LandMac	Pas&F	18	45-5	10-4	78-	No	Yes	Liberty	2	800	W-Vee	Ele Mot	125	1000	106	1000	56.	4200	10
Remington-Burnelli RBL-6	Tr-Mo	LandMac	Pas&F	8	36-	8-6	54-	No	Yes	Liberty	1	400	W-Vee	Ele Mot	120	1000	102	1000	58.	3600	10
Sikorsky S-31	Tr-Bi	LandMac	Recon	3	26-	10-4	45-	No	Yes	Wright J-4	1	200	A-Rad	Hand Crk	124.	SeL	100	10000	35.	750	1
Sikorsky S-32	Tr-Bi	Convt	Recon	5	36-	15-	58-4	No	Yes	Liberty 12	1	400	W-Vee	Hand Crk	125.	SeL	110	10000	40.	800	1
Sikorsky S-33	Tr-Bi	LandMac	Adv-Tr	2	19-	7-4	32-	No	Yes	Wright L-4	1	60	A-Rad	Pro Swg	110.	SeL	90	8000	35.	600	1
Sikorsky-Curtiss Oriole	Tr-Bi	LandMac	Adv-Tr	3	26-	8-8	41-2	No	Yes	Curtiss OX-5	1	90	W-Vee	Pro Swg	100.	SeL	90	8000	40.	500	1
Sikorsky-Curtiss JN-4	Tr-Bi	LandMac	Adv-Tr	2	28-4	9-	39-	No	Yes	Curtiss OX-5	1	90	W-Vee	Pro Swg	95.	SeL	85	8000	35.	500	1
Sikorsky S-34-H	Tr-Bi	LandMac	Mail-C	2	33-	11-8	56-	No	Yes	Wright J-4	2	400	A-Rad	Hand Crk	130.	SeL	110	10000	40.	1000	1
Sikorsky S-35	Tr-Bi	LandMac	Pas&F	12	42-9	14-6	76-	No	Yes	Wright J-4	3	600	A-Rad	Hand Crk	130.	SeL	110	10000	40.	750	1
Swallow	Tr-Bi	LandMac	Pas&F	2			37-0	No	No	Curtiss OX5	1	90	W-Vee	Pro Swg	95.0	SeL		SeL	35.0		
Swallow	Tr-Bi	LandMac	Pas&F	6	28-6	10-7	44-7	No	No	Packard 12	1	300	W-Vee	Hand Mag	93.0	SeL		SeL	43.0	5200	10
****Thomas-Morse MB3A**	Tr-Bi	LandMac	Fi-S	1	20-0	7-8	26-0	No	No	Wright H-3	1	300	W-Vee	Pro Swg	40.6	SeL		SeL		6500	6.7
****Thomas-Morse S9**	Tr-Bi	LandMac	Adv-Tr	2	20-10	8-8½	29-0	No	No	Wright J1	1	200	A-Rad	Hand Mag	117.0	SeL	105.0	SeL	48.0	1120	1
Thomas-Morse S9	Tr-Bi	LandMac	Adv-Tr	2	20-10	8-8½	29-0	No	No	Lawrence J	1	200	A-Rad	Hand Mag	125.0	20000	105.0	5000	47.0	15000	23
Thomas-Morse TM24	Tr-Bi	LandMac	Recon	2	20-5	9-0	30-1	No	Yes	Curtiss D12	1	375	W-Vee	Hand Mag	150.0	19000	125.0	5000	60.0	10000	13
Travel Air B	Tr-Bi	LandMac	Pas&F	3	32-6	8-6	2-10	No	No	Curtiss OX-5		90	W-Vee	Pro Swg	92.	2000	85	2000	37.	1000	1
Travel Air D	Tr-Bi	LandMac	Pas&F	3	32-6	8-6	2-10	No	No	Curtiss C-6		160	W-Vee	Pro Swg	120.	2000	100	2000	45.	1000	1
Vought UO-1	Tr-Bi	LandMac	Recon	2	25-0	8-7	34-0	No	Yes	Wright J-4A	1	200	A-Rad	Hand Crk	136.	SeL	82.	SeL	48.	9350	10
Vought UO-1	Tr-Bi	Seap	Recon	2	29-9	10-0	34-0	No	Yes	Wright J-4A	1	200	A-Rad	Hand Crk	122.	SeL	78.	SeL	52.	7975	10
Vought VE-9	Tr-Bi	LandMac	Dek-F	2	25-0	8-7	34-0	No	Yes	Wright E-4	1	195	W-Vee	Hand Mag	128.	SeL	76.	SeL	49.	8650	10
Vought VE-7	Tr-Bi	LandMac	Adv-Tr	2	25-2	8-9	35-6	No	Yes	Hispano-Suiza A	1	180	W-Vee	Hand Crk	122.	SeL	73.	SeL	45.	8350	10
Vought VE-7H	Tr-Bi	Seap	Adv-Tr	2	25-2	8-9	35-6	No	Yes	Wright E-2	1	180	W-Vee	Hand Crk	116.	SeL	70.	SeL	50.	7480	10
Waco 9	Tr-Bi	LandMac	Pas&F	3	23-4	8-10	29-	No	Yes	Curtiss OX-5	1	90	W-Vee	Pro Swg	100	SeL	85	SeL	30.	11400	60
Whites "Humming Bird"	Tr-Bi	LandMac	Pas&F	3	23-6	8-3	33-1½	No	Yes	Curtiss OX-5	1	90	W-Vee	Pro Swg	93.	SeL	85	SeL	28.	1000	1.5
Woodsen 2-A	Tr-Bi	LandMac	Mail-C	3	23-3	9-2	29-6	No	No	Salmson 9-Z-M		260	W-Rad	Hand Mag	260	25000	140	1000	40.	900	1
Woodsen 3-A	Tr-Bi	LandMac	Mail-C	3	23-3	9-	30-	No	No	Hispano M-1		180	W-Vee	Hand Mag	180	18000	130	1000	40.	800	1
Woodsen 4-B	Tr-Bi	LandMac	Pas&F	5	28-2	10-1	44-	No	No	Salmson 9-Z-M		260	W-Rad	Hand Mag	260	10000	100	1000	38.	600	1
Wright-Bellanca	Tr-Mo	LandMac	Pas&F	6	25-3	8-5	45-8	No	No	Wright (Whirlwind)	1	200	A-Rad	Hand Crk	138	SeL	105	SeL	48.	5000	7
Yackey Transport	Tr-Tr	LandMac	Pas&F	6	29-6	10-6	47-10	No	Yes	Liberty 12	1	427	W-Vee	Hand Crk	138	27000	110	5000	38.	6550	6.5
Yackey Sport	Tr-Tr	LandMac	Adv-Tr	2	20-8½	9-	29-	No	Yes	Curtiss OX-5	1	90	W-Vee	Pro Swg	105	1500	95	1000	40.	985	1

‡—Manufacturers did not furnish information
*—Lower wing only
a—Average

A—Air cooled (Engine)
A—Ailerons (Control Surfaces)
A&E Tr.—Advanced and Elementary Training

Adv Tr—Advanced Training
Amph—Amphibian
Ambul—Ambulance
Comm—Commercial

Convt—Convertible
Day-B—Day Bomber
Dek-F—Deck flying boat
E—Elevators

Ele-Tr—Elementary Training
Ele-Mot—Electric motor
Fi-S—Fighting scout
Fly-B—Flying boat

Specifications

ANCE		FUEL	MAIN WINGS						AREAS			MISCELLANEOUS					WEIGHTS							MAKE AND MODEL
			Span (Ft. In.)		Chord (Ft. In.)		Incidence			Tail Surfaces														
Service or Ceiling Height (Ft.)	Endurance at Cruising Speed (Hrs.)	Consumption Gals. (Hr.)	Upper	Lower	Upper	Lower	Upper (Deg.)	Lower (Deg.)	Main Wings	Horizontal	Vertical	Gap (Ft. In.)	Stagger (In.)	Dihedral (Deg.)	Sweepback(Deg.)	Factor of Safety	Empty (Lbs.)	Full Load (Lbs.)	Useful Load (Lbs.)	Useful Per Cent of Total Load	Weight per H.P.	Weight Per Sq. Ft. Wing Surface (Lb.)	Control Surfaces Balanced	
.....	.....	.....	36-0	38-0	5-0	5-0	2	2	350.0	40.0	13.0	5-6	24	0	0	7.0	1050	1850	800	46.00	20.6	5.3	None	Alexander Eagle Rock
15800	8	.....	44-2	44-2	6-7	6-7	0	0	547.	69.5	21.3	6-5	0	2*	0	6.0	3425	1030	2070	26.5	13.71	10.05	None	Boeing (Mail)
12000	3	.....	36-10	36-10	5-0	5-0	0	0	344.	37.8	16.25	5-8	0	0	0	7.0	2148	2849	701	24.6	14.25	8.28	R	Boeing NB-1
10000	3	.....	36-10	36-10	5-0	5-0	0	0	344.	37.8	16.25	5-8	0	0	0	7.0	2248	2949	701	23.7	14.75	8.58	R	Boeing NB-2
23000	2¾	.....	32-1	22-6	a4-3	2-2a	0	0	246.7	29.73	5.73	4-4	11	0	0	12.	2052	3015	963	31.9	7.0	11.26	None	Boeing PW-9
‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	14000	29000	15000	51.7	18.1	‡	A-E-R	Boeing PB-1
10500	7	8.17	35-4	35-4	4-7	4-7	0	0	300.	37.3	13.88	5-4	0	3*	0	8.	1400	2150	725	35.	23.9	7.17	No	Buhl Verville CW-3
12300	3	13	34-5¾	34-5¾	4-6	4-6	2	1	284.	35.9	17.3	4-10	24	3	0	9.5	1830	2700	870	32.2	15.	9.5	R&E	Consolidated W
13500	3	13	34-5¾	34-5¾	4-6	4-6	2	1	284.	35.9	17.3	4-10	24	3	0	9.5	1830	2540	710	27.9	14.1	8.9	R&D	Consolidated PT-1
13000	3	14	34-5¾	34-5¾	4-6	4-6	2	1	284.	35.9	20.5	4-10	24	3	0	9.0	1898	2693	795	29.5	12.8	9.5	E	Consolidated J
14400	3	14	34-5¾	34-5¾	4-6	4-6	2	1	284.	35.9	20.5	4-10	24	3	0	9.0	1682	2477	795	32.1	11.8	8.7	E	Consolidated J
11900	3	14	34-5¾	34-5¾	4-6	4-6	2	1	284.	35.9	20.5	4-10	24	3	0	9.0	1895	2766	871	31.5	13.2	9.75	E	Consolidated J
13300	3	14	34-5¾	34-5¾	4-6	4-6	2	1	284.	35.9	20.5	4-10	24	3	0	9.0	1679	2550	871	34.1	12.1	9.0	E	Consolidated J
9850	350	5.5	18-0	18-0	3-0	3-0	2	2	99.0	12.5	6.03	3-6	10¾	1½	0	7.0	650	1000	350	35.00	16.70	1.00	None	Cox-Klemin XSI
11000	5	46	58-10	None	13-0	None	4	0	630.0	103.0	54.0	None	0	2	0	6.0	5440	7600	2160	28.40	15.20	12.10	A-E-R	Cox-Klemin CKI
13300	5	14	32-6	29-10	5-4	5-4	0	0	310.0	37.4	16.5	5-4	30	1½	0	8.0	1573	2225	650	29.00	12.40	7.20	None	Cox-Klemin CK2A
16700	2¾	33	44-9	44-9	6-0	6-0	0	0	510.0	31.6	13.7	6-7	0	1½	0	....	2890	4665	1775	38.00	11.60	9.10	R	Cox-Klemin XAI
20000	4½	33	42-1	37-5	6-11	5-3	0	0	400.0	46.8	24.3	5-9	48	0	0	....	2790	4410	1620	36.00	11.00	11.00	R-E	Cox-Klemin XO4
23000	4	37	42-1	37-5	6-11	5-3	0	0	400.0	46.8	24.3	5-9	48	0	0	....	2800	4420	1620	36.00	9.80	11.00	R-E	Cox-Klemin CKCOI
21000	.....	38.0	31-6	26-0	6-1a	5-1½a	-2	-2	250.4	32.9	15.5	4-5	38½	1½*	0	12.	2049	2849	800	28.	6.62	11.40	R	Curtiss P-1
19000	.....	38.0	31-6	26-0	6-1a	5-1½a	-2	-2	250.4	32.9	15.5	4-5	38½	1½*	0	10.	2522	3265	743	22.8	7.60	13.0	R	Curtiss F6C-2
18800	.....	38.0	38-0	35-0	5-10	4-6	-1	-1	353.7	47.2	17.6	5-3	43½	0	9†	8.5	2388	4136	1748	43.3	9.6	11.70	R	Curtiss O-1
13300	6	35.8	39-1	41-11	6-6	6-6	0	0	504.0	70.3	27.9	7-0	0	2*	0	5.5	3583	5600	2017	36.	14.0	11.13	None	Curtiss "Carrier Pigeon"
12900	.....	13.3	28-0	30-8	4-9	4-9	†1	†1	264.3	36.1	15.4	5-5	0	2*	0	7.	1505	2325	820	35.2	14.5	8.8	None	Curtiss "Lark"
29500	.....	50.5	22-0	20-0	4-8	3-4	0	0	144.0	24.5	10.7	3-2	11¼	0	0	12	1784	2173	389	21.8	3.62	15.1	None	Curtiss R3C-1
24900	.....	50.5	22-0	20-0	4-8	3-4	0	0	144.0	24.5	13.3	3-2	11¼	0	0	10	2126	2729	603	22.1	4.55	19.0	None	Curtiss R3C-2
15000	.....	.....	60-	60-	.....	.....	.....	.....	800.	.....	.....	.....	.....	.....	.....	7	3900	6600	2700	40.8	16.5	8.3	R-E	Douglas C-2
15500	4½	19.5	40-0	40-0	6-6	6-6	-½	-½	497.	61.	20.	6-0	0	1½	0	6.8	2857	4667	1810	38.8	11.6	9.39	R	Elias M-1
15800	5	20.	44-0	44-0	6-6	6-6	2	2	540.	62.	20.	6-8	0	0	0	6.8	2890	4960	2070	58.2	11.8	9.19	R	Elias AJE
12500	4	.....	35-4	29-0	5-4	4-0	‡	0	285.	‡	.....	None	0	0	8	8	.....	.....	770	.....	.....	.....	A-E-R	Fokker S-E
12000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12500	6	.....	63-3	None	10-4a	None	‡	0	646.	‡	‡	None	0	0	6	6	.....	.....	2975	.....	.....	.....	R-E	Fokker F-7-A
15000	5	.....	63-3	None	10-4a	None	‡	0	646.	‡	‡	None	0	0	6	6	.....	.....	4000	.....	.....	.....	R-E	Fokker F-7-A
13000	5	.....	47-0	None	7-3a	None	‡	0	330.	‡	‡	None	0	0	6	6	.....	.....	1700	.....	.....	.....	R-E	Fokker Universal
.....	5½	.....	58-4	None	12-10¾	None	....	0	600.0	.....	.....	None	0	2	0	....	3638	6017	2379	.....	14.80	9.85	None	Ford (Stout) Monoplane
13000	6.	5.7	29-4	23-5	a	a	0	0	214.	35.	10.	5-1	24	0	0	8.	1400	2300	900	39.	12.	10.8	R	Huff-Daland Petrel IV
15000	4.	5.7	29-4	23-5	a	a	0	0	214.	35.	10.	5-1	24	0	0	8.	1400	2200	800	36.	11.6	10.3	R	Huff-Daland AT-1
20000	6.	5.5	33-	24-4	6-	4-	1	1	296.	42.	13.	5-4	29	0	0	8.	1450	3000	1550	52.	14.2	10.1	A-R	Huff-Daland Petrel V
15000	6.	5.5	33-	24-4	6-	4-	1	1	296.	42.	13.	5-4	29	0	0	6.5	1500	3000	1550	50.	14.2	10.1	A-R	Huff-Daland "Duster"V
14000	4.	10.4	50-	.....	a	a	5	3	678.	91.	23.	8-	23	1½	0	6.	3300	6500	3000	46.	16.	9.6	A-E-R	Huff-Daland "Duster"HD-31
19500	6.	20.0	66	66	.....	a	1½	1½	1150.	123.	44.	9-4	0	2	0	5.5	5600	12000	6600	55.	15.	10.5	A-E-R	Huff-Daland LB-1
7500	6.	7.	36-0	36-0	5-0	5-0	3½	3½	336.	35.5	15.3	5-3	12	2½*	0	8.	1365	2200	835	38.	24.4	6.5	None	Ireland "Comet"
18000	.....	.....	44-7	32-	6-	6-	.....	.....	447.	46.5	16.6	6-	5½	1	5	7.	1735	2922	720	.....	.....	.....	.....	Lincoln-Standard L-S-5
18000	.....	.....	44-7	32-	6-	6-	.....	.....	447.	46.5	16.6	6-	5½	1	5	7.	1660	2397	450	.....	.....	.....	.....	Lincoln-Standard Tourabout
12000	.....	.....	20-	20-	2-10	2-10	1½	0	.....	13.	6.	3-4	15	4	....	11.	370	600	230	.....	.....	.....	.....	Lincoln Sport Plane
16000	6.	23.	45-	45-	6-	6-	3	3	496.	71.4	27.6	6-	12	3	0	8.	3400	5560	2160	40.0	13.9	11.2	A-E-R	Loening-Amphibian
10000	6½	.....	53-1	0-	9-8a	0	2	2	488.	79.	31.	0-	0	0	....	....	3440	4945	1505	30.5	14.1	10.1	.....	Martin Glenn L M01
6380	3	45.8	52-3⅞	56-6⅞	8-2⅞	8-2⅞	2½	2½	856.	114.2	45.4	8-6	0	1½	0	6	5265	8680	3415	39.3	16.8	10.14	R	Martin Glenn L SC-2
4700	3	45.8	52-3⅞	56-6⅞	8-2⅞	8-2⅞	2½	2½	856.	114.2	45.4	8-6	0	1½	0	6	5970	9385	3415	30.0	17.37	10.96	R	Martin Glenn L SC-2
4700	8	45.8	52-3⅞	56-6⅞	8-2⅞	8-2⅞	2½	2½	856.	114.2	45.4	8-6	0	1½	0	6	5970	9385	3415	30.0	17.37	10.96	R	Martin Glenn L SC-2
18000	4	25	42-11	47-1	7-0	7-0	0	0	598.7	69.9	226.95	6-6	0	2*	0	....	3640	5515	1875	34.1	13.8	9.2	A-E-R	Mercury MW-1
16500	4	25	42-11	33-4	7-0	7-0	0	0	465.7	69.9	226.95	6-6	0	2½*	0	....	3490	5365	1875	35.0	13.4	11.5	A-E-R	Mercury MW-2
15950	4	11	32-9¾	32-9¾	5-0	5-0	0	1½	305.	29.3	214.76	6-0	29½	2*	0	....	1566	2446	880	36.0	15.3	8.02	A-R	Mercury Jr. MW-3
19700	4	13	32-9¾	32-9¾	5-0	5-0	0	1½	305.	29.3	214.76	6-0	29½	2*	0	....	1485	4295	1010	40.5	12.48	8.17	A-R	Mercury Jr. MA-4
14300	7½	11	32-9¾	32-9¾	5-0	5-0	0	1½	305.	29.3	214.76	6-0	29½	2*	0	....	1566	2598	1032	39.8	16.25	8.52	A-R	Mercury Jr. CW-1
19500	6¾	13	32-9¾	32-9¾	5-0	5-0	0	1½	305.	29.32	14.76	6-0	29½	2*	0	....	1485	2547	1062	41.7	12.74	8.35	A-R	Mercury Jr. CA-2
22600	4	13	32-9¾	32-9¾	5-0	5-0	0	1½	305.	29.32	14.76	6-0	29½	2*	0	....	1485	2186	701	32.2	10.39	7.17	A-R	Mercury Jr. TA-1
20950	4	13	32-9¾	32-9¾	5-0	5-0	0	1½	305.	29.32	14.76	6-0	29½	2*	0	....	1690	2391	701	29.3	11.95	7.84	A-R	Mercury Jr. TA-1S
15000	4	11	34-8	34-8	6-0	6-0	†2	†2	384.	46.95	15.66	6-0	0	1½*	5	....	1575	2645	1070	40.4	16.54	6.90	None	Mercury Standard CW-3
9500	3¼	8	36-0	36-0	5-0	5-0	†4	†4	335.	24.6	10.58	5-4½	13⅜	0	0	....	1364	2064	700	33.9	22.9	6.17	None	Mercury CW-4
20000	4	.....	36-	36-	5-6	5-6	‡	‡	400.	‡	‡	5-4	‡	‡	10-	....	1150	1800	650	36.	12.	4.5	.....	Meteorplane C-1
20000	4	.....	60-	60-	6-8	6-8	‡	‡	800.	‡	‡	6-6	‡	‡	10-	....	2100	3600	1500	41.7	12.	4.5	.....	Meteorplane C-2
14000	6	2½	78-	None	12-0a	None	1½a	0	1280.	146.	84.	None	0	0	0	7	8400	13900	5500	34.	18.9	10.3	A-R-E	Remington-Burnelli RB-4
12000	5	1¼	54-	None	9-3a	None	1½a	0	670.	68.	36.	None	0	0	0	7	4600	7400	2800	40.	18.	11.1	A-R-E	Remington-Burnelli RBL-6
15000	8.	12.	45-	32-	6-	3-4	2½	2	366.	45.	10.	6-	32	0	0	8.5	1700	2900	1200	41.5	14.5	8.	R	Sikorsky S-31
16000	5.	25.	58-4	38-	8-4	4-2	2½	2	605.	60.	20.	8-	25	0	0	6.5	3300	5400	1800	33.5	13.5	9.	E-R	Sikorsky S-32
12000	3.	5.	32-	20-	4-	2-6	2½	2	163.	14.	5.	4-	18	0	0	10.	800	1200	400	33.5	17.5	7.	None	Sikorsky S-33
12000	5.	9.	41-2	30-2	5-	3-4	3	2½	275.	30.	14.	5-	20	0	0	10.	1550	2390	840	35.	26.5	.....	None	Sikorsky-Curtiss Oriole
11000	2½	9	38-	28-10	5-	3-4	3	2½	260.	45.	14.	5-	20	0	0	8.5	1460	2010	550	26.	23.33	.....	None	Sikorsky-Curtiss JN-4
17000	5	24.	56-	42-	6-	3-4	3	2½	434.	60.	26.	6-8	0	0	0	6.5	2800	4500	1700	38.	11.	10.	None	Sikorsky S-34-H
15000	5	36.	76-	52-	8-4	4-2	3	2½	792.	85.	34.	8-4	0	0	0	5.5	4800	8800	4000	45.5	14.6	11.	R	Sikorsky S-35
18000	4	.....	32-0	32-	5-0	5-0	.....	.....	300.0	37.6	11.7	.....	0	0	0	....	1250	1950	700	.....	21.60	6.50	None	Swallow
18000	3½	.....	44-7	30-0	6-0	6-0	.....	.....	447.0	48.2	34.8	6-0	5½	1	5	....	1735	2922	720	.....	16.20	6.50	.....	Swallow
19500	26	.....	24-6	.....	5-3 1/16	5-3 1/16	3½	1	228.5	.....	.....	4-5¾	None	3	0	.....	1717	2485	.....	.....	8.29	10.85	None	**Thomas-Morse MB3A
17800	2½	.....	29-0	29-0	5-6	5-6	1	1½	296.0	30.3	12.0	4-10	27¾	1½	0	8.6	1248	1909	661	35.00	9.50	6.40	None	**Thomas-Morse S9
18500	3½	12.5	29-0	29-0	5-6	5-6	1	1½	296.0	31.3	12.0	4-10	27¾	1½	0	8.5	1248	1909	661	34.00	9.50	6.40	None	Thomas-Morse S9
17500	4	18.5	25-1	30-1	5-3	4-3½	3½	3½	264.0	45.0	11.5	4-5	0	2¼	0	8.5	1983	3478	1495	43.00	9.20	13.10	E-R	Thomas-Morse TM24
19000	11000	8.	33-	29-	5-6	4-6	2½	2½	298.	43.0	13.5	4-10	29	1½*	0	8.	1300	2050	750	36.6	22.8	6.9	A-R	Travel Air B
15000	18000	11	30-	26-	5-	4-	-1	-1	240.	41.	12.	4-8	31	2*	0	8.	1400	2150	750	35.	13.5	9.	.....	Travel Air D
18750	5	.....	34-0	34-0	4-6	4-6	1-45	2-15	290.	36.	14.	4-8	11¼	1¼	0	8.0	1410	2220	810	37.	11.	7.60	None	Vought UO-1
19500	4½	.....	34-0	34-0	4-6	4-6	1-45	2-15	290.	36.	14.	4-8	11¼	1¼	0	8.0	1620	2430	810	34.	12.	8.30	None	Vought UO-1
19800	4½	.....	34-0	34-0	4-6	4-6	1	1	293.	36.	11.	4-8	11¼	0	0	8.0	1550	2130	580	28.	11.	7.20	None	Vought VE-9
16000	4½	.....	35-6	35-6	5-0	5-0	2	2	315.	36.	11.	4-8	11¼	1¼	0	8.0	1580	2170	590	28.	12.	6.90	None	Vought VE-7
12000	4½	.....	35-6	35-6	5-0	5-0	2	2	315.	36.	11.	4-8	11¼	1¼	0	8.0	1570	2165	595	28.	12.	6.90	None	Vought VE-7H
.....	5	7	29-	29-	5-3	5-3	2	2	290.	30.	14.	5-	16	0	0	8.	1040	1840	800	44.	20.	5.6	R	Waco 9
20000	4½	9	33-1½	33-1½	5-0	5-0	2	2	318.	25.5	2.5	5-3	6	2	0	8.	1027	2027	1000	49.	22.5	6.3	None	Whites "Humming Bird"
15000	4½	15	29-6	29-6	5-6	5-6	3	3	311.	47.3	13.	5-5½	0	3*	0	8.	1420	2655	1135	.....	10.	8.5	R	Woodson 2-A
9000	4	14	30-	30-	5-6	5-6	3	3	316.	47.3	13.	5-5	0	3	0	8.	1500	2735	1135	.....	15.	8.8	R	Woodson 3-A
	5	15	42-	44-	5-6	5-6	3	3	473.	56.	19.3	6-1	12	3*	0	8.	1800	3380	720	.....	13.	7.1	R	Woodson 4-B
.....	5½	11.5	45-8	.....	6-7	.....	1	.....	272.	42.3	15.2	.....	.....	.....	.....	10.	1790	3300	1510	46.	16.5	12.1	None	Wright-Bellanca
20000	6	27	47-3	40-8	6-6	6-3	4½	3	527.	43.0	28.5	5-6	5½	1¾	4¾	8.	2170	4670	2500	54.	10.9	8.9	.....	Yackey Transport
7000	3	8	29-	29-	5-6	5-6	0	2	296.	14.5	11.0	5-1	21	2	0	6.	977	1477	500	38.	17.7	4.80	None	Yackey Sport

Hand Crk—Hand Crank
Hand Mag—Hand Magneto
Land Mac—Land machine
Mail C—Mail carrying

Pas & F—Passengers and freight
Pro Swg—Propeller swing
Rac—Racing

R—Rudder **Rad**—Radial
Recon—Reconnaissance
Rot—Rotary
Seap—Seaplane

Se L—Sea Level
T & P Bi—Tractor and Pusher Biplane
Torp—Torpedo Plane

Tr Bi—Tractor Biplane
Tr Mo—Tractor Monoplane
Vet—Vertical
W—Water

American Taxicab

MAKE AND MODEL	GENERAL				ENGINE																					
												Valves				Oiling System				Fuel System		Electrical System			
																						Ignition			
	Price $	Wheelbase (Ins.)	Tire Size (Ins.)	Weight with Cab (Lbs.)	Make and Model	No. of Cylinders, Bore and Stroke (Ins.)	Rated H. P. (N.A.C.C.)	Piston Displacement (Cu. Ins.)	Compression Ratio	Suspension	Cylinder Head	Number Cast in One Piece	Arrangement	Head Material	Drive	Piston Material	Type	Pump Type	Water Circulation	Carburetor Make	Fuel Feed	Make	Current Source	Generator and Starter Make	Voltage
Bauer	2450	115	30x5	4100	Buda WTU	4-3¾x5½	22.50	226.0	4.10	3	Det.	4	L.	Cl.	Heli.	SS.	Pr Cs.		Pump.	Schebler.	Gra.	ABos.	B.	ABos.	6-6
Checker E	2500	117	33x4½	4100	Buda WTU	4-3¾x5½	22.50	226.0	4.10	3	Det.	4	L.	Cl.	Gear.	SS.	Pr Cs.	Gear.	Pump.	Zenith	Vac.	RBos.	M.	RBos.	6-6
Dodge Brothers		116	30x5.77		Own	4-3⅞x4½	24.03	212.3	4.0	3	Det.	4	L.	Cl§.	Heli.	Al.	Sp Pr.	Ecc.	Pump.	Stewart.	Vac.	N-E.	B.	N-E.	12
Driggs	1950	109	30x3½	2200	Own	4-3¼x4½	16.90	149.0												Zenith	Gra.	ABos.	M.	ABos.	6-6
Elcar L-6	2450	118	32x4		Cont 8R.	6-3⅜x4½	27.34	241.5	4.40	3	Det.	6	L.	Car.	Heli.	Cl.	Pr Cs.	Gear.	Pump.	Strom.	Vac.	Delco	B.	Delco	6-6
Elcar 8-80		127	20x6½		Lyc H.	8-3 x4½	28.80	254.4	4.6	3	Det.	8	L.	Sil.	Cha.	Cl.	Pr Cs.	Gear.	Pump.	Schebler	Vac.	Delco	B.	Delco	6-6
H. C. S. 5	1975	110	29x4½	3340	Wauk 2	4-3¼x4½	16.90	149.0	4.5	3	Det.	4	L.	Cl.	Heli.	Cl.	Pr Cs.	Ecc.	ThS.	Zenith	Gra.	ABos.	B.	ABos.	6-6
Luxor L	2897	117¾	33x4½	4000	Buda WTU	4-3⅜x5½	22.50	226.4	4.10	3	Det.	4	L.	Cl.	Heli.	Cl.	Pr Cs.	Gear.	Pump.	Zenith	Vac.	ABos.	M.	ABos.	6-6
Moller (Astor)	2295	118	33x4½	4260	Buda WTU	4-3⅜x5½	22.50	226.4	4.10	3	Det.	4	L.	Ast.	Heli.	SS.	Pr Cs.	Gear.	Pump.	Zenith	Vac.	RBos.	M.	RBos.	6-6
Oakland 6		113	30x5¼		Own	6-2⅞x4¾	19.84	185.0	5.0	3	Det.	6	L.	Sil.	Cha.	SS.	Pr Cs.	Gear.	Pump.	Strom.	Vac.	Remy	B.	Remy	6-6
Pennant	2895	118	33x4½	3800	Buda WTU	4-3⅜x4½	22.5	226.4	4.10	3	Det.	4	L.	Cl.	Heli.	SS.	Pr Cs.	Gear.	Pump.	Zenith	Vac.	ABos.	M.	West*	6-6
Premier 4-D	2400	118	32x6 20		Buda WTU	4-3⅜x5½	22.5	226.4	4.10	3	Det.	4	L.	Cl.	Heli.	SS.	Pr Cs.	Gear.	Pump.	Zenith	Vac.	RBos.	B.	ABos.	6-6
Premier 4-F	2400	112	30x5		Buda WTU	4-3⅜x5½	22.5	226.4	4.10	3	Det.	4	L.	Cl.	Heli.	SS.	Pr Cs.	Gear.	Pump.	Zenith	Vac.	ABos.	B.	ABos.	6-6
Rauch & Lang T	2350	112	33x4½	3400	Buda..WU	4-3⅜x5½	22.50	226.4	4.10	3	Int.	4	L.	Cl.	Heli.	SS.	Pr Cs.	Gear.	ThS.	Zenith	Gra.	ABos.	M.	†Dyneto	6-6
Reo V	2185	113	33x4½	3672	Own	6-3⅛x5	24.30	239.0	1.5	4	Det.	6	F.	Cl§.	Heli.	Al.	Sp Pr.	Pist.	Pump.	Schebler.	Vac.	N-E.	B.	N-E.	6-6
Reo V-6	2085	113	32x4½	3672	Own T6	6-3⅛x5	24.30	239.0	4.50	4	Det.	6	F.	Cl§.	Heli.	Al.	Sp Pr.	Pist.	Pump.	Schebler.	Vac.	N-E.	B.	N-E.	6-6
Traveler	2600	118½	32x4		Buda..WU	4-3⅜x5½	22.50	226.4	4.10	3	Int.	4	L.	Cl.	Heli.	SS.	Pr Cs.	Gear.	ThS.	Zenith	Gra.	Eise.	M.	‡Eise.	6-6
Willys-Knight GHF	2250	118	32x4½		Own 65	4-3½x4½	21.03	185.6		4	Det.	4	S.	None.	Cha.	Al.	Pr Cs.	Gear.	ThS.	Tillotson	Vac.	A-L.	B.	A-L.	6-6
Yellow Cab A2	2150	109	32x4½	3335	Cont V7.	4-3½x5	18.60	192.43		3	Int.	4	L.	Car.	Heli.	CI.	Pr Cs.	Pist.	ThS.	Zenith	Gra.	RBos.	M.	N-E.	6-6
Yellow 04	2400	109	29x4½	3775	Cont V7.	4-3¾x5	22.50	220.8		3	Int.	4	L.	Car.	Heli.	CI.	Pr Cs.	Pist.	ThS.	Zenith	Gra.	RBos.	M.	N-E.	6-6
Yellow 05	2600	114	27x4.5	4175	Own S.	4-3 1/16x5	18.90	185.6	4.8	3	Det.	4	S.	None.	Cha.	CI.	Pr Cs.	Gear.	ThS.	Zenith	Gra.	RBos.	M.	N-E.	6-6

ABBREVIATIONS:
*—At extra cost
§§—1925 specifications
§—Exhaust valve only
†—Starter at extra cost
‡‡—Delivered New York
‡—Starter Make Gray & Davis
A—Artillery
A-Bos—American Bosch
A-L—AutLoite
Al—Aluminum
Ast—Alloy Steel
B-L—Brown-Lipe
Blood—Blood Bros.
B P S—Bevel Pinion & Sector
B&B—Borg & Beck
C&L—Cam and Lever
Car—Carbon Steel
Cha—Chain
CI—Cast Iron
B—Battery
Col—Columbia
Cont—Continental
CS—Cast Steel
D—Disc
Det—Detachable
Der—Detroit
Detl—Detlaff
Dyne—Dyneto
Ecc—Eccentric
Eng—Engine
Eise—Eisemann
Ext-Ds—External Drive Shaft
Ext-Rw—External Rear Wheel
F—Valve in Head and Side
f—Fabric
F F—Full Floating
Ful—Fuller
Gra—Gravity
Gem—Gemmer
Hart—Hartford
Heli—Helical Gear
Hyd—Hydraulic
Int—Integral
Int-Rw—Internal Rear Wheel
Jon—Jones
L—Both Valves at Side
Lav—Lavine
M—Magneto
Lyc—Lycoming
m—Metal

American Motor

MAKE AND MODEL	ENGINE												IGNITION AND LIGHTING SYSTEM					
									Carbureter		Oiling System					Ignition	Lighting	
	Type	Number of Cylinders—Bore and Stroke (Ins.)	Cycle	Rated H.P. (N.A.C.C.)	R.P.M. at Maximum Brake H.P.	Piston Displacement (Cu. Ins.)	Valve Arrangement	Piston Material	Make	Size (Ins.)	Type	Pump Type	Lubricant Type	Type	Current Source	Make	Stock or Optional	Type	Make
Ace E	Vert.	4-2¾x3¼	4	12.10	22-3800	77.2	OhI Si E.	Cast I.	Schebler	1¼	Sp Pr.	Gear.	OO.	Ge&Ig SeU	Mag.	Split.	Stk.	Ele.	Split.
Ace SE	Vert.	4-2¾x3¼	4	12.10	22-4000	77.2	OhI Si E.	Alum A.	Schebler	1¼	Sp Pr.	Gear.	OO.	Ge&Ig SeU	Mag.	Split.	Stk.	Ele.	Split.
Cleveland FE	Vert.	4-2 1/16x2 1/16	4	6.00	10-4000	36.6	T-Head.	Cast I.	Schebler	¾	F Press.	Gear.	OO.	Ge&Ig SeU	Mag.	RBosch	Opt*.	Ele.	Split.
Emblem 106	Vee.	2-2 5/16x3	3	5.51	5-1800	50.0	OhI Si E.	Cast I.	Schebler	¾	Splash.	None	OO.	Ign Syst only	Mag.	Eric.	Stk.	Opt.	Anny.
Evans Power Cycle G	Vert.	1-2 x1¾	2		1.5-3000	5.5	3 Port.	Cast I.	Own	⅝	Splash.	None	OG.	Ge&Ig Comb.	Mag.	Bosch.	Stk.	Ele.	Bosch.
Excelsior Super X	Vee.	2-3 x3 17/32	4	7.20	18-3700	45.5	OhI Si E.	Cast I.	Schebler	1	Sp Pr.	Pist.	OO.	Ge&Ig SeU	Mag.	Split.	Stk.	Ele.	Split.
Excelsior Sup Sport	Vee.	2-3 x3 17/32	4	7.20	26-5000	45.5	OhI Si E.	Alum.	Schebler	1¼	Sp Pr.	Pist.	OO.	Ge&Ig SeU	Mag.	Split.	Stk.	Ele.	Split.
Harley-Davidson A	Vert.	4-2 7/16x3¼	4	13.23		84.4	Si by Si.	Cast I.	Schebler	1 3/16	Splash.	Pist.	OO.	Ign Syst only	Mag.	RBosch	Opt*.	Gas.	Own.
Harley-Davidson B	Vert.	4-2 7/16x3¼	4	13.23		84.4	Si by Si.	Cast I.	Schebler	1 3/16	Splash.	Pist.	OO.	Ge&Ig Comb.	Bat.	RBosch	Stk.	Ele.	Own.
Harley-Davidson AA	Vert.	1-2 7/16x3¼	4	3.31		21.1	In Head.	Alum A.	Schebler	1¼	Splash.	Pist.	OO.	Ign Syst only	Mag.	RBosch	Opt*.	Gas.	Own.
Harley-Davidson BA	Vert.	1-2 7/16x3¼	4	3.31		21.1	In Head.	Alum A.	Schebler	1¼	Splash.	Pist.	OO.	Ge&Ig Comb.	Bat.	RBosch	Stk.	Ele.	Own.
Harley-Davidson 26FJ	Vee.	2-3 1/16x3½	4	8.76	19-3600	61.0	OhI Si E.	Cast I.	Schebler	1¼	Splash.	Pist.	OO.	Ge&Ig Comb.	Bat.	Own	Stk.	Ele.	Own.
														Ign Syst only	Mag.	Bosch	Opt*.	Gas.	None.
Harley-Davidson 26FD-JD	Vee.	2-3 1/16x4	4	9.45	24-4000	74.0	OhI Si E.	Cast I.	Schebler	1¼	Splash.	Pist.	OO.	Ge&Ig Comb.	Bat.	Own	Stk.	Ele.	Own.
														Ign Syst only	Mag.	Bosch	Opt*.	Gas.	None.
Henderson DeLuxe	Vert.	4-2 11/16x3½	4	11.66	28-3400	79.4	Si by Si.	Cast I. Alum A*	Zenith	1	F Press.	Gear.	OO.	Ge&Ig SeU	Mag.	Split.	Stk.	Ele.	Split.
Indian "G" Scout	Vee.	2-2¾x3 1/16	4	6.05	13.0-3400	36.4	Si by Si.	Cast I.	Schebler	¾	Splash.	Pist.	OO.	Ge&Ig SeU	Mag.	Split.	Stk.	Ele.	Split.
Indian "H" Chief	Vee.	2-3 5/32x3 11/16	4	7.81	19.3-3400	60.9	Si by Si.	Cast I.	Schebler	4½	Splash.	Pist.	OO.	Ge&Ig SeU	Mag.	Split.	Stk.	Ele.	Split.
Indian "HP" Big Chief	Vee.	2-3¼x4 7/16	4	8.45	22-3400	73.6	Si by Si.	Cast I.	Schebler	4½	Splash.	Pist.	OO.	Ge&Ig SeU	Mag.	Split.	Stk.	Ele.	Split.
Indian "L" Prince	Vert.	1-2¾x3 11/16	4	3.02	9.7-4000	21.2	Si by Si.	Cast I.	Schebler	¾	Splash.	Pist.	OO.	Ge&Ig SeU	Mag.	Split.	Stk.	Ele.	Split.
Ner-A-Car Type B	Vert.	1-2 5/16x2 1/16	2	4.0	5-2500	15.5	3 Port.	Cast I.	Brown&B	11/16	Splash.	None	OG.	Ge&Ig SeU	Mag.	Eisem.	Stk.	Ele.	Eisem.

ABBREVIATIONS:
Alum A—Aluminum Alloy.
Bat—Battery.
Brown & B—Brown & Barlow.
Cast I—Cast Iron.
D Loop—Double Loop.
Dry D—Dry Disk.
Eisem—Eisemann.
Ele—Electric.
Eric—Ericsson.
Ext—External.
F Press—Full pressure.
Fric—Friction.
Ge & Ig Comb—Generator and Ignition Units Combined.
Ge & Ig Se U—Generator and Ignition Separate Units.
G on HB—Grip on Handle Bars.
HS—Helical Spring.
Hand L—Hand Lever.
Ing Syst only—Ignition System only.
Int—Internal.
Keyst—Keystone.

Specifications

TRANSMISSION														RUNNING GEAR										MAKE AND MODEL
Clutch		Gearset			Universal Joints		Rear Axle							Brakes				Steering Gear						
														Type and Location										
Make	Type	Make	Location	No. of Forward Speeds	Number and Make	Type	Make	Type	Final Drive	Gear Ratio	Propulsion Taken By	Torque Taken By		Foot	Hand	Schackles Type	Front Axle Make	Make	Type	Chassis Lubrication	Length of Rear Spring (Ins.)	Wheels, Type	Frame Make	
B & B	S P	Mun	Eng	3	2-Blood	m	Col	FF	S B	4.50	Sp	Sp		Ext-Rw	Ext-Ds	m	Col	Gem	W & S	P G	55½	D.	Smi	Bauer
Ful	M D D	Ful	Eng	3	2-Blood	m	Col	¾ F	S B	4.50	Sp	Sp		Ext-Rw	Int-Rw	m	Col	Gem	W & G	P G	57⅝	D.	P & B	Checker E
Own	M D D	Own	Eng	3	-Own	m	Own	½ F	S B	4.17	Spr	TT		Ext-Rw	Int-Rw	m	Own	Own	W & W	P G	55	D.	Smi	Dodge Brothers
Ful	M D D	Ful	Eng	3	2-Spicer	m	Own	¾ F			Sp	Sp		Ext-Rw	Int-Rw	m	Sal	Lav	W & W				Own	Driggs
War G	M D D	War G	Eng	3	1-Hart	m	Sal	¾ F	S B	4.70	Sp	Sp		Ext-Rw	Int-Rw	m	Sal	Ross	C & L	O C	52	A.	Smi	Elcar L-6
B & B	S P	War G	Eng	3	2-Spicer	m	Sal	¾ F	S B	4.70	Sp	Sp		Ext-Rw	Ext-Ds	m	Sal	Ross	C & L	O C		O.	B & B	Elcar 8-80
B & B	S P	War G	Eng	3	2-Mech	m	Own	¾ F	S B		Sp	Sp		Int-Rw	Ext-Ds	m	Own	Ross	C & L	P G		D.		H. C. S. 5
Ful	M D D	Ful	Eng	3	2-Spicer	m	Col	¾ F	S B	4.5	Sp	Sp		Ext-Rw	Ext-Ds	m	Col	Ross	C & L	P G	58	D.	Hyd	Luxor L
Ful		Ful	Eng	3	2-Spicer	m	Col	F F	S B	5.12	Sp	Sp		Ext-Rw	Ext-Ds	m	Col	Ross	C & L			D.		Moller (Astor)
Own	SP	Mun	Eng	3	2-Mech	m	Own	½ F	S B	4.70	Sp	Sp		Ext-Rw	Ext-Ds	m	Own	Jacox	S & N	P G		A.	Smi	Oakland 6
Ful	M D D	Ful	Eng	3	2-Blood	m	Col	¾ F	S B	4.87	Sp	Sp		Ext-Rw	Int-Rw	m	Col	Jon	S & N	P G	57	D.	Sav	Pennant
Ful	M D D	Ful	Eng	3	2-Spicer	m	Col	¾ F	S B	4.50	Sp	Sp		Ext-Rw	Ext-Ds	m	Col	Ross	C & L	P G		CS	P & B	Premier 4D
Ful	M D D	Ful	Eng	3	2-Pick	f	Col	¾ F	S B	4.50	Sp	Sp		Ext-Rw	Ext-Ds	r	Col	Ross	C & L	P G		D.	P & B	Premier 4F
Del	M D D	Der	Eng	3	2-Spicer	m	Sta	½ F	S B	5.10	Sp	Sp		Ext-Rw	Ext-Ds	m	Sta	Gem	W & W	P G	59½	D.	P & B	Rauch & Lang T
Own	M D D	Own	SeU	3	4-Own	m-f	Own	½ F	S B	4.70	Sp	T A		Ext-Rw	Int-Rw	m	Own	Own	B P S	P G	54	D.	Own	Reo V
Own	M D D	Own	SeU	3	3-Own	f-m	Own	½ F	S B	4.70	Sp	T A		Ext-Rw	Int-Rw	m	Own	Own	B P S	P G		D.	Own	Reo V-6
B-L	M D D	W-M	Eng	3	2-Spicer	m	Col		S B		Sp	Sp		Ext-Rw	Int-Rw	m	Col	Gem	W & W	P G		A.	P & B	Traveler
Own	M D D	Own	Eng	3	2-Mech	m	Own	¾ F	S B	4.12	Sp	Sp		Ext-Rw	Int-Rw	m	Own	Own		P G			Own	Willys-Knight FGH
B-L	M D D	B-L	Eng	3	1-Spicer	m	Tim	½ F	S B	4.90	Sp	Sp		Ext-Rw	Ext-Ds	r	Tim	Gem	W & W	P G	56	D.		Yellow A2
B-L	M D D	B-L	Eng	3	1-Spicer	m	Tim	½ F	S B	4.90	Sp	Sp		Ext-Rw	Ext-Ds	r	Tim	Gem	W & W	P G	56¾	D.		Yellow 04
B-L	M D O	B-L	Eng	3	1-Spicer	m	Tim	½ F	S B	Opt	Sp	Sp		Ext-Rw	Ext-Ds	r	Tim	Ross	C & L	P G		D.	M-W	Yellow 05

Mech—Mechanics Machine Co.
MDD—Multiple Dry Disc
MDO—Multiple Disc in Oil
Mun—Muncie
M-W—Motor Wheel
N-E—North East
O C—Oil Cups
Opt—Optional **O**—Optional
P&B—Parish & Bingham
P G—Pressure Gun
Pick—Pickering
PrCs—Pressure to all Crankshaft and connecting rod bearings, splash to other parts
Pist—Piston
r—rubber
RBos—Robert Bosch
S—Sleeve Type
Sal—Salisbury
Sav—Savage
S B—Spiral Bevel
SeU—Separate Unit
Sil—Silchrome
S&N—Screws and Nuts
Sp—Springs
Spi—Spicer
S P—Single Plate
Sp Pr—Pressure to main crankshaft bearings only, splash to connecting rods and other parts
Smi—Smith
S S—Semi Steel
Sta—Standard
Strom—Stromberg
T A—Torque Arm
Th S—Thermo Siphon
Tim—Timken
Vac—Vacuum
WarG—Warner Gear
Wauk—Waukesha
West—Westinghouse
W & G—Worm and Gear
W & S—Worm and Sector
W & W—Worm and Wheel
W-M—Willys-Morrow

cycle Specifications

TRANSMISSION										WHEELS AND FRAME							MISCELLANEOUS					Weights		Prices		MAKE AND MODEL
Clutch		Gearset				Gear Ratios									Brakes											
Type	Controlled by	Type	Number of Forward Speeds	Reverse Gear Fitted?	Rear Wheel Sprung?	Engine to Gearset	Low	Second	Third	Final Drive Type	Wheelbase (Ins.)	Tire Size (Ins.)	Frame Type	Front Spring Type	Starting System	Foot	Hand	Maximum High Speed (M.P.H.)	Gasoline Tank Capacity (Gals.)	Oil Tank Capacity (Qts.)	Height of Saddle Above Ground (Ins.)	Minimum Road Clearance (Ins.)	Electrically Equipped (Lbs.)	Not Equipped (Lbs.)	Equipped	Not Equipped	
Oil D	P&HL	Prog	3	No.	No.					Chain	56	27x3½	Diam	HS	Kick	Ext	Ext	75	3¾	4	26¼	4½	395		400.00		Ace E
Oil D	P&HL	Prog	3	No.	No.					Chain	56	27x3½	Diam	HS	Kick	Ext	Ext	85	3¾	4	26¼	4½	395		420.00		Ace SE
Dry D	Pedal	Prog	3	No.	No.	2.00	9.65	6.25	4.12	Chain	57	26x3.3	Duplex	HS	Kick	Ext	None	60	2¼	2½	26½	4½	300	275	295.00	260.00	Cleveland FE
Dry D	P&GH	Fric	3	No.	No.	1.50	8.00	5.00	3.00	Chain	52	25x2½	Loop	HS	Kick	Ext	None	50	2	2	29		220	210	240.00	200.00	Emblem 106
None	None	None	1	No.	No.	None	10.10	None	None	Belt	49	26x2	Loop	HS	Pedal	Hub	None	30	1½		30	6	72		120.00		Evans Power Cycle G
Oil D	Pedal	Prog	3	No.	No.	2.56	12.00	8.00	5.00	Chain	56½	25x3.8	DLoop	HS	Kick	Ext‡	None	70	3	3	25	5	320		285.00	250.00	Excelsior Super X
Dry D	Pedal	Prog	3	No.	No.	2.56	12.00	8.00	5.00	Chain	56½	25x3.8	DLoop	HS	Kick	Ext‡	None	96	3	3	25	5	320		350.00	315.00	Excelsior Sup Sport
Dry D	Pedal	Prog	3	No.	No.	2.77	16.3	10.10	6.25	Chain	55	26x3.3	Loop	HS	Kick	Ext	Int*	50	3	3	26	4¾	265	243	235.00	210.00	Harley-Davidson A
Dry D	Pedal	Prog	3	No.	No.	2.77	16.3	10.10	6.25	Chain	55	26x3.3	Loop	HS	Kick	Ext	Int*	50	3	3	26	4¾	265	243	235.00	210.00	Harley-Davidson B
Dry D	Pedal	Prog	3	No.	No.	2.77	14.92	9.24	5.72	Chain	55	26x3.3	Loop	HS	Kick	Ext	Int*	50	3	3	26	4¾	265	243	275.00	250.00	Harley-Davidson AA
Dry D	Pedal	Prog	3	No.	No.	2.77	14.92	9.24	5.72	Chain	55	26x3.3	Loop	HS	Kick	Ext	Int*	50	3	3	26	4¾	265	243	275.00	250.00	Harley-Davidson BA
Dry D	Pedal	Prog	3	No.	No.	2.69	9.50	6.33	4.68	Chain	60	27x3.8	Loop	HS	Kick	Ext	Yes*	68	4¼	4	27	5	408	375	315.00	295.00	Harley-Davidson 26FJ
Dry D	Pedal	Prog	3	No.	No.	2.53	9.77	6.51	4.34	Chain	60	27x3.8	Loop	HS	Kick	Ext	Yes*	78	4¼	4	27	5	413	379	335.00	315.00	Harley-Davidson 26FD-JD
Oil D	P&HL	Prog	3	Yes	No.	1.60	12.00	7.30	4.50	Chain	60	27x3.8	DLoop	HS	Kick	Ext‡	None	75	4	4†	25	4½	408		415.00	380.00	Henderson DeLuxe
Oil D	Pedal	Prog	3	No.	No.	2.57	12.68	8.07	5.13	Chain	54	25x3.8	DLoop	LS	Kick	Int	None	60	3½	3.0	30	4½	320		285.00	250.00	Indian "G" Scout
Oil D	Pedal	Prog	3	No.	No.	2.55	12.57	8.00	5.09	Chain	61½	27x3.8	DLoop	LS	Kick	Ext	None	70	3½	3.0	30	4¾	425		325.00	290.00	Indian "H" Chief
Dry D	HandL	Prog	3	No.	No.	2.55	11.97	7.62	4.85	Chain	61½	27x3.8	DLoop	LS	Kick	Ext	None	75	3½	3.0	30	4¾	430		335.00	300.00	Indian "HP" Big Chief
Fric	GonHB	Fric	5	No.	No.	2.53	19.61	10.89	6.05	Chain	54	25x2.5	Keyst	HS	Kick	Int	None	45	2¾	3.0	29	3¾	265		215.00	185.00	Indian "L" Prince
						5.75	11.50	8.62	7.18	Chain	56	26x3.3	DLoop	HS	Kick	Int	Int*	35	2		28	6	190		185.00		Ner-A-Car Type B

LS—Leaf Spring.
Mag—Magneto.
M G—Mix Oil with Gasoline.
Oh I St E—Overhead Inlet Side Exhaust.
Oil D—Oil Disk.
O O—Oil Only.
Opt—Optional.
P & G H—Pedal and Grip on Handle Bars.
P & H L—Pedal and Hand Lever.
Plst—Piston.
Prog—Progessive Sliding.
RBosch—Robert Bosch.
Si by Si—Side by Side.
Split—Splitdorf.
Sp Pr—Splash with Pressure.
Stk—Stock Equipment.
Vert—Vertical.
*—Optional at extra cost.
†—Crank Case capacity.
‡—Foot Internal Brake at extra cost.

British Motorcycle Specifications

NAME	ENGINE										TRANSMISSION							MISCELLANEOUS									PRICE	
											Clutch		Gearset		Gear Ratios						Brakes							
	Manufacturer's H. P. Rating	No. of Cylinders	Bore and Stroke (Ins.)	Cylinder Arrangement	Cycle Type	Piston Displacement (Cubic Ins.)	Make	Valve Arrangement	Piston Material	Oiling System	Type	Controlled by	Make	No. of Speeds	Low	Second	High	Drive	Wheelbase (Ins.)	Tire Size (Ins.)	Frame Type	Front	Rear	Starting System	Lighting System	Fuel Tank Capacity (Pints)	Weight of Solo Machine (Lbs.)	Solo £	Standard Combination £
A. J. S.	3½	1	2.9x3.18	Ver.	4	21.3	Own	L.	Al.	Spl.	M P.	H.	Own	3	14	9.3	5.5	Chain	53½	26x2¼	R.	Exp.	Exp.	K.	None.	12	206	44	....
A. J. S.	5	1	3.3x3.55	Ver.	4	30.5	Own	O.	Al.	S & P	M P.	H.	Own	3	15.1	8.3	4.6	Chain	56	28x3	R.	Exp.	Exp.	K.	None.	13	274	62	....
A. J. S.	8	2	2.9x3.66	Vee.	4	48.8	Own	L.	Al.	Spl.	M P.	H.	Own	3	16	9	5	Chain	57	28x3	R.	Exp.	Exp.	K.	Elec.	18	336	76	98
Ariel	5	1	3.2x3.75	Ver.	4	30.5	Own	O.	Al.	S & P	S P.	H.	Bur.	3	Var	Var	Var	Chain	54	26x2½	R.	Exp.	Exp.	K.	None.	12	275	55	71
Ariel	5½	1	3.4x3.75	Ver.	4	33.5	Own	L.	Al.	S & P	S P.	H.	Bur.	3	Var	Var	Var	Chain	54	26x2½	R.	Exp.	Exp.	K.	None.	12	275	50	63
Brough	8	2	3.36x3.34	Vee.	4	59.8	J. A. P.	O.	Al.	S & P	M P.	H.	St. Ar.	3	Var	Var	Var	Chain	58	28x3	R.	Exp.	Exp.	K.	None.	24	400	170	198
B. S. A.	2¼	1	2.5x3.14	Ver.	4	15.2	Own	L.	Al.	Spl.	S P.	H.	Own	2	11.7	....	6.2	Chain	50½	24x2¼	R.	.....	2 V R.	K.	Acet.	12	180	36	....
B. S. A.	2¾	1	2.83x3.36	Ver.	4	21.3	Own	L.	Al.	Spl.	S P.	H.	Own	3	13.6	7.9	5.8	Chain	53¼	26x2¼	R.	V Rim	V Rim	K.	Acet.	12	225	42	53
B. S. A.	2¾	1	2.83x3.36	Ver.	4	21.3	Own	O.	Al.	Spl.	S P.	H.	Own	3	12.9	7.4	5.4	Chain	53¼	26x2½	R.	V Rim	V Rim	K.	Acet.	12	228	47	58
B. S. A.	3½	1	3.14x3.85	Ver.	4	30	Own	L.	Al.	Spl.	S P.	H.	Own	3	11.8	6.8	5	Chain	55½	26x2½	R.	V Rim	V Rim	K.	Acet.	12	259	45	56
B. S. A.	4¼	1	3.34x3.85	Ver.	4	33.5	Own	L.	Al.	Spl.	S P.	H.	Own	3	13.3	8.3	5.2	Chain	56½	26x3	R.	V Rim	V Rim	K.	Acet.	17	290	55	69
B. S. A.	6	2	2.99x3.34	Vee.	4	47	Own	L.	Al.	Spl.	S P.	H.	Own	3	11.4	7.14	4.4	Chain	58¾	26x3	R.	V Rim	V Rim	K.	Acet.	18	320	63	77
B. S. A.	8	2	3.14x3.85	Vee.	4	60	Own	L.	Al.	Spl.	S P.	H.	Own	3	11.4	7.14	4.4	Chain	58¾	26x3	R.	V Rim	V Rim	K.	Acet.	18	334	64	78
Calthorpe	3½	1	2.91x3.18	Ver.	4	21.3	Own	O.	Al.	S & P	S P.	H.	Bur.	3	12	8.5	5	Chain	53	26x2½	R.	Exp.	Exp.	K.	None.	16	230	48	63
Connaught	2¾	1	2.87x2.75	Ver.	2	18.3	Own	V.	Al.	S & P	M P.	H.	St. Ar.	3	16	8.5	5.25	Ch & B.	52	26x2¼	R.	V Rim	V Rim	K.	None.	10	165	34	....
Connaught	3½	1	2.8x3.46	Ver.	4	21.3	Blackburne	L.	Al.	Spl.	S P.	H.	Bur.	3	17	9	5.7	Chain	56	26x2½	R.	Exp.	Exp.	K.	None.	10	230	43	....
Connaught	3½	1	2.67x3.77	Ver.	4	21.3	Bradshaw	L.	Al.	Spl.	S P.	H.	Bur.	3	16	8.5	5.2	Chain	56	26x2½	R.	Exp.	Exp.	K.	None.	12	230	53	54
Connaught	5	1	3.03x4.13	Ver.	4	30.5	.....	L.	Al.	Spl.	S P.	H.	Bur.	3	16	8.5	5.2	Chain	56	26x2½	R.	Exp.	Exp.	K.	None.	16	260	48	58
Cotton	2½	1	2.36x3.46	Ver.	4	15.2	Blackburne	L.	Al.	Spl.	S P.	H.	Bur.	3	16	9	5.7	Chain	56	26x2½	R.	Exp.	Exp.	K.	None.	12	196	48	60
Cotton	3½	1	2.75x3.54	Ver.	4	21.3	J.A.P.	L.	Al.	Spl.	S P.	H.	Bur.	3	14	8.2	5.3	Chain	56	26x2½	R.	Exp.	Exp.	K.	None.	12	229	48	60
Cotton	3½	1	2.79x3.46	Ver.	4	21.3	Blackburne	L.	Al.	Spl.	S P.	H.	Bur.	3	14	8.2	5.3	Chain	56	26x2½	R.	Exp.	Exp.	K.	None.	12	214	53	66
Cotton	5½	1	3.46x3.46	Ver.	4	33.5	Blackburne	L.	Al.	Spl.	S P.	H.	Bur.	3	14	8	5	Chain	56	26x2½	R.	Exp.	Exp.	K.	None.	12	225	59	72
Douglas	3½	2	2.4x2.4	Hor.	4	21.3	Own	L.	Al.	S & P	S P.	H.	Own	3	14	8.27	5.78	Chain	58	25x3	R.	Exp.	Exp.	K.	Acet.	16	....	43	63
Douglas	6	2	2.7x3.22	Hor.	4	36.6	Own	O.	C I.	S & P.	S P.	H-F	Own	3	Var	Var	Var	Chain	62	26x3	R.	Exp.	Exp.	K.	Acet.	22	....	70	92
Dunelt	5	1	3.34x3.46	Ver.	2	30.5	Own	V.	Al.	S & P	M P.	H.	St. Ar.	3	11.1	5.7	3.8	Chain	53½	26x3	R.	Exp.	Exp.	K.	None.	20	260	55	70
Eagle	2¾	1	2.75x3.07	Ver.	4	18.3	J.A.P.	L.	Al.	S & P	S P.	H.	Albion	3	14	10	5.7	Chain	54	26x2¼	R.	Exp.	Exp.	K.	None.	16	193	40	....
Eagle	3	1	2.75x3.54	Ver.	4	21.3	J.A.P.	L.	Al.	S & P	S P.	H.	Albion	3	14	10	5.7	Chain	54	26x2½	R.	Exp.	Exp.	K.	None.	16	194	44	....
Eagle	3½	1	2.75x3.54	Ver.	4	21.3	J.A.P.	O.	Al.	S & P	S P.	H.	Bur.	3	12	8	5.5	Chain	56	27x2¾	R.	Exp.	Exp.	K.	None.	16	254	70	....
Eagle	8	2	3.36x3.34	Vee.	4	59.8	J.A.P.	L.	Al.	S & P	S P.	H.	Jardine.	3	12	8	4.3	Chain	58	27x3¼	R.	Exp.	Exp.	K.	None.	20	385	110	135
Enfield	2¼	1	2.51x2.75	Ver.	2	13.7	Own	V.	C I.	Fuel.	Exp.	H.	Own	2	9.3	....	5.4	Chain	52	24x2¼	R.	Exp.	Exp.	K.	None.	15	155	34	....
Enfield	3½	1	2.75x3.54	Ver.	4	21.3	Own	O.	Al.	S & P	M P.	H.	St. Ar.	3	14	7.5	5.2	Chain	54	26x2½	R.	Exp.	Exp.	K.	None.	14	208	50	....
Enfield	10	2	3.36x3.34	Vee.	4	59.8	Own	L.	Al.	S & P	M P.	H.	St. Ar.	3	12	9	5.1	Chain	58	28x3	R.	Exp.	Exp.	K.	None.	16	....	70	84
Excelsior	1½	1	2.16x2.44	Ver.	2	9	Villiers	V.	C I.	Fuel.	None.	....	Albion	2	12.2	....	7.5	Ch & B.	48	24x2	R.	Rim	V Rim	P.	None.	9	130	25	....
Excelsior	1¾	1	2.24x2.63	Ver.	2	10.5	Villiers	V.	C I.	Fuel.	S P.	H.	Albion	3	14.7	9.2	6	Chain	52	24x2½	R.	Rim	V Rim	K.	None.	9	160	34	....
Excelsior	3	1	2.75x3.07	Ver.	4	18.3	J.A.P.	L.	Al.	S & P	M P.	H.	St. Ar.	3	14	7.5	5	Chain	54	26x2½	R.	Exp.	Exp.	K.	None.	12	190	37	....
Excelsior	3½	1	2.75x3.54	Ver.	4	21.3	J.A.P.	O.	Al.	S & P	S P.	H.	Bur.	3	12	8	5.5	Chain	54	26x2½	R.	Exp.	Exp.	K.	None.	12	210	49	....
Excelsior	5½	1	3.34x3.8	Ver.	4	33.5	Blackburne	L.	Al.	Spl.	S P.	H.	Bur.	3	16.5	8.2	5.6	Chain	56	26x3	R.	Exp.	Exp.	K.	None.	20	230	....	67
Francis Barnett	1½	1	2.16x2.44	Ver.	2	9.1	Villiers	V.	C I.	Fuel.	S P.	H.	Albion	2	10.7	....	6.7	Chain	52	24x2¼	R.	.....	2 V R.	K.	None.	12	139	29	....
Francis Barnett	1¾	1	2.24x2.63	Ver.	2	10.4	Villiers	V.	C I.	Fuel.	S P.	H.	Albion	3	13.5	8.5	5.8	Chain	52	24x2¼	R.	.....	2 V R.	K.	None.	12	147	32	....
Francis Barnett	1¾	1	2.36x2.44	Ver.	4	10.4	J.A.P.	L.	Al.	Spl.	S P.	H.	Albion	3	13.5	8.5	5.8	Chain	52	24x2¼	R.	.....	2 V R.	K.	None.	12	150	35	....
Francis Barnett	3½	1	2.75x3.54	Ver.	4	21.3	J.A.P.	L.	Al.	Spl.	S P.	H.	Albion	3	13.5	8.5	5.8	Chain	56	27x2¾	R.	.....	2 Exp	K.	None.	14	220	42	....
Gerrard	2¾	1	2.79x3.46	Ver.	4	21.3	Blackburne	L.	Al.	Spl.	M P.	H.	Bur.	3	14.3	9	5.7	Chain	54	26x2½	R.	Exp.	Exp.	K.	None.	16	238	54	....
Gerrard	2¾	1	2.79x3.46	Ver.	4	21.3	Blackburne	O.	Al.	S & P	M P.	H.	Bur.	3	10.2	7.5	5.1	Chain	54	27x2¾	R.	Exp.	Exp.	P.	None.	16	223	61	....
H. R. D.	2¾	1	2.91x3.14	Ver.	4	21.2	J.A.P.	O.	Al.	S & P	S P.	H.	Bur.	3	10	7.4	5	Chain	52	26x2½	R.	Exp.	Exp.	K.	None.	20	273	84	....
H. R. D.	3½	1	3.36x3.34	Ver.	4	30.5	J.A.P.	L.	Al.	Spl.	S P.	H.	Bur.	3	9.5	6.9	4.7	Chain	52	28x3	R.	Exp.	Exp.	K.	None.	20	280	69	87
H. R. D.	3½	1	3.36x3.34	Ver.	4	30.5	J.A.P.	O.	Al.	S & P	S P.	H.	Bur.	3	9.5	6.9	4.7	Chain	52	28x3	R.	Exp.	Exp.	K.	None.	24	320	94	....
Hudson	2¾	1	2.75x3.54	Ver.	4	21.3	Own	L.	Al.	S & P	M P.	H.	Own	3	14.5	8.5	5.5	Chain	48	27x2¾	R.	Exp.	Exp.	K.	None.	12	230	47	64
Hudson	3½	1	3.12x3.93	Ver.	4	30.5	Own	L.	Al.	S & P	M P.	H.	Own	3	11.5	8	3	Chain	50	27x2¾	R.	Exp.	Exp.	K.	None.	13	255	50	68
Hudson	3½	1	3.12x3.93	Ver.	4	30.5	Own	O.	Al.	S & P	M P.	H.	Own	3	9.5	6.2	4.4	Chain	50	27x2¾	R.	Exp.	Exp.	K.	None.	14	250	65	81
Hudson	4½	1	3.42x3.93	Ver.	4	36.6	Own	O.	Al.	S & P	M P.	H.	Own	3	9	6	4.2	Chain	54	26x3¼	R.	Exp.	Exp.	K.	None.	14	265	72	88
Humber	2¾	1	2.95x3.11	Ver.	4	21.3	Own	L.	Al.	Spl.	M P.	H.	Own	3	18.5	9	6	Chain	54	26x2¼	R.	Exp.	V Rim	K.	None.	12	220	50	66
Imperial	2½	1	2.46x3.15	Ver.	4	15.2	Own	O.	Al.	S & P	M P.	H.	Own	3	17.5	9	6	Chain	53	26x2¼	R.	Exp.	Exp.	K.	None.	12	190	43	....
Imperial	3	1	2.71x3.15	Ver.	4	18.3	Own	L.	Al.	S & P	M P.	H.	Own	3	17.5	9	6	Chain	53	26x2¼	R.	Exp.	Exp.	K.	None.	12	190	39	....
Imperial	3½	1	2.75x3.54	Ver.	4	21.3	Own	L.	Al.	S & P	M P.	H.	Own	3	15.5	8.2	5.5	Chain	53	26x2½	R.	Exp.	Exp.	K.	None.	14	220	42	55
Imperial	7	2	2.75x3.46	Vee.	4	41.2	J.A.P.	L.	Al.	S & P	M P.	H.	Own	3	14	8.5	5	Chain	54½	26x3	R.	Exp.	Exp.	K.	None.	16	300	62	78
Ivy	2½	1	2.51x2.75	Ver.	2	13.5	Own	V.	C I.	Spl.	M P.	H.	St. Ar.	3	16.1	8.2	5.5	Chain	53	26x2¼	R.	Con.	Exp.	K.	None.	10	165	37	....
Ivy	2¾	1	2.75x3.54	Ver.	4	21.3	Own	L.	Al.	S & P	M P.	H.	Moss.	3	15.3	7.9	5.2	Chain	53	26x3	R.	Exp.	Exp.	K.	None.	12	220	49	65
Ivy	3½	1	2.75x3.54	Ver.	4	21.3	Own	O.	Al.	S & P	M P.	H.	Moss.	3	12	6.2	5	Chain	53	26x3	R.	Exp.	Exp.	K.	None.	12	220	55	71
Ivy	5	1	3.30x3.54	Ver.	4	30.5	Own	Sl.	Al.	S & P	M P.	H.	Moss.	3	15.3	7.9	5.2	Chain	53	26x3	R.	Exp.	Exp.	K.	None.	12	230	49	65
James	2½	1	2.51x3.04	Ver.	4	15.2	Own	L.	Al.	S & P	M P.	H.	Own	2	12	....	6.7	Chain	52	26x2¼	R.	Rim	V Rim	K.	None.	12	187	40	....
James	3	1	2.87x3.26	Ver.	4	21.3	Own	L.	Al.	S & P	M P.	H.	Own	3	16	9.5	5.8	Chain	53	27x2¾	R.	Exp.	Exp.	K.	None.	14	231	46	....
James	3	1	2.87x3.26	Ver.	4	21.3	Own	O.	Al.	S & P	M P.	H.	Own	3	11.3	7.6	5.5	Chain	53	27x2¾	R.	Exp.	Exp.	K.	None.	14	232	67	....
James	3½	2	2.51x3.04	Vee.	4	30.4	Own	L.	Al.	S & P	M P.	H.	Own	3	15.6	9	5.5	Chain	53½	27x2¾	R.	Exp.	Exp.	K.	None.	14	261	60	....
James	4	1	3.34x3.81	Ver.	4	34.5	Own	L.	Al.	S & P	M P.	H.	Own	3	17.3	9	5.2	Chain	54½	26x3¼	R.	Exp.	Exp.	K.	None.	14	268	58	73
James	7	2	2.87x3.52	Vee.	4	45.7	Own	L.	Al.	S & P	M P.	H.	Own	3	18	9.5	5.4	Chain	60	28x3	R.	Exp.	Exp.	K.	None.	16	320	80	103
J. D.	1¼	1	2.00x2.25	Ver.	2	7.1	Own	V.	C I.	Fuel.	None.	....	....	1	9.7	....	....	Fric.	44	26x1¾	R.	Rim	Rim	P.	None.	6	95	26	....
Levis	2½	1	2.63x2.75	Ver.	2	15.2	Own	V.	C I.	S & P	S P.	H.	Bur.	3	12.5	8	5	Chain	52	26x2½	R.	Exp.	Exp.	K.	None.	12	170	39	50
Matchless	2½	1	2.46x3.14	Ver.	4	15.2	Own	L.	C I.	S & P	M P.	H.	St. Ar.	3	18.3	9.8	6.1	Chain	53	24x2¼	R.	Exp.	Exp.	K.	None.	12	180	35	....
Matchless	3½	1	2.71x3.66	Ver.	4	21.3	Own	L.	C I.	Spl.	M P.	H.	St. Ar.	3	15.8	8.1	5.4	Chain	55	26x2½	R.	Exp.	Exp.	K.	None.	12	220	43	54
Matchless	5	1	3.24x3.66	Ver.	4	30.5	Own	L.	Al.	Spl.	M P.	H.	St. Ar.	3	14.3	7.3	4.9	Chain	55	26x2½	R.	Exp.	Exp.	K.	None.	12	225	44	55
Matchless	6	1	3.5x3.75	Ver.	4	36	Own	O.	Al.	S & P	M P.	H.	St. Ar.	3	13.4	6.9	4.6	Chain	56	26x3	R.	Exp.	Exp.	K.	None.	16	260	60	77
Matchless	8	2	3.34x3.36	Vee.	4	60	Own	L.	Al.	S & P	M P.	H.	St. Ar.	3	13.4	6.9	4.6	Chain	59	26x3	R.	Exp.	Exp.	K.	None.	16	310	70	88
Matchless	10	2	3.34x3.36	Vee.	4	60	Own	O.	Al.	S & P	M P.	H.	St. Ar.	3	12.9	7.7	4.6	Chain	59	26x3	R.	Exp.	Exp.	K.	None.	16	320	....	120
Ner a Car	2¾	l	2.75x2.91	Ver.	2	17	Own	V.	C I.	Fuel.	†		H.	Own	3	11.1	7.1	5.1	Chain	58	26x2½	R.	Exp.	Exp.	K.	Acet.	16	195	40	....
Ner a Car	2¾	1	2.79x3.46	Ver.	4	21.3	Blackburne	L.	Al.	S & P	M P.	H.	St. Ar.	3	16	8.25	5.5	Chain	58	28x3	R.	Exp.	Exp.	K.	Acet.	16	250	50	72
Norton	3½	1	3.11x3.93	Ver.	4	30.3	Own	L.	C I.	Spl.	M P.	H.	St. Ar.	3	12.5	7.5	4.6	Chain	55	26x3	R.	Exp.	Exp.	K.	None.	14	265	60	78
Norton	3½	1	3.11x3.93	Ver.	4	30.3	Own	O.	Al.	S & P	M P.	H.	St. Ar.	3	11.5	7	4.4	Chain	55	26x3	R.	Exp.	Exp.	K.	None.	16	270	77	96
Norton	4	1	3.11x4.72	Ver.	4	36.6	Own	O.	Al.	S & P	M P.	H.	St. Ar.	4	13.2	5.7	4.5	Chain	55	26x3	R.	Exp.	Exp.	K.	None.	16	285	82	100
Norton	4	1	3.22x4.72	Ver.	4	38	Own	L.	C I.	Spl.	M P.	H.	St. Ar.	3	14	8.5	5.2	Chain	58	26x3	R.	Exp.	Exp.	K.	None.	16	285	65	83
N. U. T.	5	2	2.75x3.58	Vee.	4	42.7	Own	L.	Al.	S & P	M P.	H.	St. Ar.	3	13.1	6.7	4.5	Chain	57	28x3	R.	Exp.	Exp.	K.	Elec.	14	277	62	78
O. E. C.	2¾	1	2.79x3.46	Ver.	4	21.3	Blackburne	O.	Al.	S & P	M P.	H.	Bur.	3	9.1	6.5	5.2	Chain	52	26x2½	R.	Exp.	Exp.	K.	None.	16	235	67	86
O. E. C.	4	1	3.36x3.34	Ver.	4	30.5	J.A.P.	L.	Al.	S & P	M P.	H.	St. Ar.	3	10.3	7.5	5.0	Chain	53	26x2½	R.	Exp.	Exp.	K.	None.	16	240	44	62
O. E. C.	4	1	3.07x4.1	Ver.	4	30.5	Anzani	O.	Al.	S & P	M P.	H.	St. Ar.	3	10.3	7.5	5.0	Chain	52	26x3	R.	Exp.	Exp.	K.	None.	16	265	88	101
O. E. C.	8	2	3.07x4.1	Vee.	4	61	Anzani	O.	Al.	S & P	M P.	H.	St. Ar.	3	10.6	5.7	3.8	Chain	55	28x3	R.	Exp.	Exp.	K.	None.	16	310	130	140
O. K.	2¾	1	2.75x2.99	Ver.	2	18.2	Own	V.	C I.	Spl.	S P.	H.	Bur.	3	11.7	7.4	4.6	Chain	52	24x2½	R.	V Rim	V Rim	K.	None.	12	180	33	45
O. K.	2½	1	2.75x3.14	Ver.	4	18.3	J.A.P.	L.	Al.	Spl.	S P.	H.	Bur.	3	14.4	9.0	5.7	Chain	52	24x2½	R.	V Rim	V Rim	K.	None.	12	186	36	46
O. K.	2¾	1	2.67x3.77	Ver.	4	21.3	Bradshaw	O.	Al.	S & P	M P.	H.	Bur.	3	15.0	7.7	5.1	Chain	54	26x2½	R.	Exp.	Exp.	K.	None.	14	235	54	66
Peters	3½	1	2.75x3.54	Ver.	4	21.3	Own	L.	Al.	S & P	†		H.	Own	4	15.1	....	5.3	Chain	52	26x2½	S.	V Rim	V Rim	K.	Elec.	18	197	45	....

ABBREVIATIONS:

Acet—Acetylene.
Al—Aluminum.
Bur—Burman.
Ch & B—Chain and Belt.
C I—Cast Iron.
Con—Contracting.
Elec—Electric.
Exp—Expanding.
F—Foot.
Fric—Friction.
Fuel—Oil mixed with fuel.
G & Ch—Gear and Chain.
H—Hand.
Hor—Horizontal.
Inc—Inclined, side by side.
K—Kick-start.
L—Valves at side.
M P—Multiplate.
O—Overhead valves.
P—Push-start.
R—Rigid at Rear.
S—Sprung at Rear.
Sl—Sleeve Valve.
S & P—Splash and Pressure.
Spl—Splash.
S P—Single Plate.
St. Ar—Sturmey Archer.
V—Valveless two-stroke.
V R—Vee Rim.
Var—Various.
Ver—Vertical.
†—Friction Disk Drive.
*****—Four Valves.

British Motorcycle Specifications—Continued

NAME	ENGINE										TRANSMISSION								MISCELLANEOUS									PRICE	
											Clutch		Gearset	Gear Ratios								Brakes							
	Manufacturer's H. P. Rating	No. of Cylinders	Bore and Stroke (Ins.)	Cylinder Arrangement	Cycle Type	Piston Displacement (Cubic Ins.)	Make	Valve Arrangement	Piston Material	Oiling System	Type	Controlled by	Make	No. of Speeds	Low	Second	High	Drive	Wheelbase (Ins.)	Tire Size (Ins.)	Frame Type	Front	Rear	Starting System	Lighting System	Fuel Tank Capacity (Pints)	Weight of Solo Machine (Lbs.)	Solo £	Standard Combination £
Peters	3½	1	3.11x2.75	Ver...	2	21.2	Villiers...	V...	C I.	Spl...	M P..	H...	Bur...	3	13.0	7.5	4.5	Chain...	56	26x2½	S..	V Rim	V Rim	K..	Elec..	20	190	50	....
Peters	3½	1	2.79x3.46	Ver...	4	21.3	Blackburne	L...	Al..	S & P	M P..	H...	Bur...	3	15.5	8.7	5.3	Chain...	56	26x2½	S..	V Rim	V Rim	K..	Elec..	20	190	61	....
P. & M.	3½	1	3.30x3.46	Ver...	4	30.5	Own	O...	Al..	S & P	S P...	H...	Own	4	12.1	8.3	4.4	Chain...	53½	28x3	R..	Exp..	Exp..	K..	None..	16	285	75	90
Raleigh	1¾	1	2.04x3.46	Ver...	4	10.6	Own	L...	Al..	Spl...	M P..	H...	Own	2	13.5	....	6.4	Chain...	49	24x2	R..	Exp..	Exp..	K..	None..	10	132	28	....
Raleigh	2¼	1	2.36x3.46	Ver...	4	15.2	Own	L...	Al..	S & P	M P..	H...	St. Ar...	3	15.0	8.5	5.5	Chain...	49½	24x2¼	R..	Exp..	Exp..	K..	None..	14	172	36	....
Raleigh	2¾	1	2.79x3.46	Ver...	4	21.3	Own	L...	Al..	Spl...	M P..	H...	St. Ar...	3	15.0	8.5	5.5	Chain...	52½	26x2¼	R..	V Rim	Exp..	K..	None..	14	192	41	....
Raleigh	7	2	2.99x3.46	Vee...	4	48.0	Own	L...	Al..	Spl...	M P..	H...	St. Ar...	3	15.6	7.6	5.6	Chain...	58	26x3	R..	V Rim	Exp..	K..	None..	18	300	63	83
Rover	3½	1	2.91x3.14	Ver...	4	21.3	Own	O...	Al..	S & P	M P..	H...	Own	3	15.5	9.3	5.5	Chain...	48	26x2½	R..	Exp..	Exp..	K..	None..	12	210	55	....
Rudge	5	1	3.34x3.46	Ver...	4	30.5	Own	O...	Al..	S & P	S P...	H...	Own	4	15.0	8.5	4.5	Chain...	54	26x3	R..	V Rim	V Rim	K..	Elec..	17	280	50	68
Scott	5	2	2.75x2.5	Inc...	2	30.0	Own	V...	Al..	Spl...	Exp...	F...	Own	2	5.4	....	3.75	Chain...	53½	26x2½	R..	Exp..	Exp..	K..	None..	14	220	66	....
Scott	5	2	2.70x2.70	Inc...	2	30.0	Own	V...	Al..	Spl...	M P..	H...	Own	3	12.7	6.9	4.5	Chain...	55	28x3	R..	Exp..	Exp..	K..	None..	24	240	84	....
Scott	6	2	2.93x2.70	Inc...	2	36.6	Own	V...	Al..	Spl...	M P..	H...	Own	3	11.6	6.3	4.1	Chain...	55	28x3	R..	Exp..	Exp..	K..	None..	24	265	90	....
Sunbeam	3½	1	3.14x3.85	Ver...	4	30.4	Own	O...	Al..	S & P	M P..	H...	Own	3	9.7	6.5	4.3	Chain...	54	26x2½	R..	Exp..	Exp..	K..	None..	12	270	92	112
Sunbeam	2¾	1	2.75x3.54	Ver...	4	21.3	Own	O...	Al..	S & P	M P..	H...	Own	3	11.0	7.4	4.9	Chain...	54	26x2½	R..	Exp..	Exp..	K..	None..	12	260	84	104
Sunbeam	4¼	1	3.34x4.15	Ver...	4	36.6	Own	L...	Al..	S & P	M P..	H...	Own	4	16.8	10.7	5.6	Chain...	56	26x2½	R..	Exp..	Exp..	K..	None..	16	280	105	130
Sunbeam	3½	1	3.03x4.15	Ver...	4	30.5	Own	L...	Al..	S & P	M P..	H...	Own	3	9.7	6.5	4.3	Chain...	56	26x3	R..	Exp..	Exp..	K..	None..	12	265	82	100
Sunbeam	2¾	1	2.75x3.54	Ver...	4	21.3	Own	L...	Al..	S & P	M P..	H...	Own	3	14.6	8.7	5.25	Chain...	54	26x2½	R..	Exp..	Exp..	K..	None..	12	260	72	90
Triumph	3½	1	2.83x3.34	Ver...	4	21.3	Own	L...	Al..	S & P	M P..	H...	Own	3	12.5	8.3	5.5	G & Ch	51½	26x2½	R..	Exp..	V Rim	K..	None..	16	225	48	....
Triumph	5	1	3.30x3.50	Ver...	4	30.5	Own	L...	C I.	Spl...	M P..	H...	Own	3	14.1	8.2	5.0	Chain...	55	26x2½	R..	Exp..	V Rim	K..	None..	14	244	43	53
Triumph	5	1	3.18x3.81	Ver...	4	30.5	Own	O*.	Al..	Spl...	M P..	H...	Own	3	13.3	8.0	4.8	Chain...	56½	26x3	R..	Exp..	V Rim	K..	None..	16	275	68	86
Triumph	5½	1	3.34x3.81	Ver...	4	33.5	Own	L...	C I.	Spl...	M P..	H...	Own	3	13.2	7.9	4.7	Chain...	56½	26x3	R..	Exp..	V Rim	K..	None..	16	268	65	83
Velocette	2½	1	2.48x3.14	Ver...	2	15.2	Own	V...	C I.	S & P	M P..	H...	Own	3	13.0	7.5	5.2	Chain...	52½	26x2¼	R..	Exp..	Exp..	K..	None..	12	180	46	....
Velocette	2¾	1	2.91x3.18	Ver...	4	21.3	Own	O...	Al..	S & P	M P..	H...	Own	3	13.0	7.5	5.2	Chain...	53½	26x2½	R..	Exp..	Exp..	K..	None..	16	220	65	....
Victor	3½	2	2.48x3.07	Hor...	4	30.5	Own	O...	Al..	S & P	M P..	H...	St. Ar...	3	10.2	6.8	4.5	Chain...	54	26x3	R..	Exp..	Exp..	K..	None..	18	220	85	105
Victor	7	2	2.95x3.07	Hor...	4	42.5	Own	L...	C I.	S & P	M P..	H...	St. Ar...	3	11.2	8.0	5.0	Chain...	56	26x3	R..	Exp..	Exp..	K..	None..	20	270	72	87
Zenith	2¾	1	2.75x3.54	Ver...	4	21.3	J.A.P.	L...	Al..	S & P	M P..	H...	St. Ar...	3	17.5	9.0	6.0	Chain...	54	26x2¼	R..	Exp..	V Rim	K..	None..	12	198	48	60
Zenith	2¾	1	2.91x3.14	Ver...	4	21.3	J.A.P.	O...	Al..	S & P	M P..	H...	St. Ar...	3	10.4	6.9	5.4	Chain...	56	26x2½	R..	Exp..	Exp..	K..	None..	12	216	59	73
Zenith	4¼	1	3.34x3.80	Ver...	4	33.5	Blackburne	L...	Al..	S & P	M P..	H...	Bur...	3	13.0	7.3	4.6	Chain...	54½	26x2½	R..	Exp..	V Rim	K..	None..	12	243	58	72
Zenith	5	2	2.75x3.46	Vee...	4	42.5	J.A.P.	L...	Al..	S & P	M P..	H...	St. Ar...	3	13.7	7.1	4.7	Chain...	56	26x3	R..	Exp..	Exp..	K..	None..	18	275	75	90
Zenith	8	2	3.36x3.46	Vee...	4	59.7	J.A.P.	L...	Al..	S & P	M P..	H...	St. Ar...	3	13.0	6.7	4.5	Chain...	58	26x3	R..	Exp..	Exp..	K..	None..	18	346	115	135

(For abbreviations see preceding page)

American Stock Steering Gear Specifications

MAKE & MODEL	Designed For	CAPACITY			Gear Ratio	OUTSIDE DIAMETER			STEERING ARM		MATERIALS					Adjustable for Wear?	BEARINGS									CONTROL LEVERS		Adapted for Right Hand Drive?	Weight Complete (Lbs.)
																	Thrust					Gear Shaft								
		For Vehicle Gross Weight (Lbs.)	For Maximum Weight on Front Wheels (Lbs.)	Type		Steering Gear (Ins.)	Wheel Shaft (Ins.)	Column Jacket (Ins.)	Center to Center Length (Ins.)	Maximum Angular Motion (Deg.)	Housing	Reduction Gear	Nut or Cam	Gear Shaft S.A.E. No.	Wheel Spider		Type	Number	Make	Diameter (Ins.)	Length (Ins.)	Type	Number	Make	Diameter (Ins.)	Length (Ins.)	Location	Type		
Gemmer.....65	Cars	Var...	Var.	W&S..	12	18	1⅛	1½	7	90	Mal..	1020	1020	1020	Opt.	Yes.	Ball...	2	Nice..	¼	⅝	Plain..	2	Own..	....	....	AW.	SL..	Yes.	....
Gemmer.....75	Cars	Var...	Var.	W&S..	9½	18	1	1½	7‡	100	Mal..	1020	1020	1020	W-A	Yes.	Ball...	2	Nice..	¼	⅝	Plain..	2	Own..	....	....	AW.	SL..	Yes.	25½
Gemmer.....80	Cars	Var...	Var.	....	11½	18	1	1¾	7‡	100	Mal..	1020	1020	1020	W-A	Yes.	Ball...	2	Nice..	¼	⅝	Plain..	2	Own..	....	....	AW.	SL..	Yes.	30
Gemmer.....90	Cars	Var...	Var.	W&S..	14	18	1¼	1¾	8	90	Mal..	2320	1020	2320	Opt.	Yes.	Ball...	2	Nice..	¼	⅝	Plain..	2	Own..	....	....	AW.	SL..	Yes.	....
Gemmer.....230	Trucks	Var...	Var.	W&S..	16	20	1¾	2	8	80	Mal..	2330	1020	2330	Opt.	Yes.	Ball...	2	Nice..	⅞	⅝	Plain..	2	Own..	....	....	Var.	Opt.	Yes.	....
Gemmer.....R	Trucks	Var...	Var.	W&W.	10½	20‡	1½	2	9	Var.	Mal..	1020	1020	1020	Opt.	No.	Ball...	2	Nice..	....	....	Plain..	2	Own..	....	....	BW.	Qua.	Yes.	101
Gemmer.....T	Trucks	Var...	Var.	W&S..	9½	20‡	1¼	1¾	9	Var.	Mal..	1020	1020	1020	Opt.	No.	Ball...	2	Nice..	¼	⅝	Plain..	2	Own..	....	....	BW.	Qua.	Yes.	87
Jacox.....13A	Cars	Var...	Var.	S&N..	12.25	....	1	1½	Var.	80	Mal..	1045	Bro.	1035	Opt.	Yes.	Ball...	1	N-D..	....	....	Plain..	3	Own..	1	1⅜	AW.	SL..	Yes.	32
Jacox.....16A	Cars	Var...	Var.	S&N..	12.4	....	1⅛	1½	Var.	80	Mal..	1045	Bro.	1035	Opt.	Yes.	Ball...	1	Spec..	....	....	Plain..	3	Own..	1	1⅛	AW.	SL..	Yes.	21
Jacox.....19A	C&T	Var...	Var.	S&N..	16	....	1⅛	1¾	Var.	80	CI...	1045	NI.. Bro.	1035	Opt.	Yes.	Ball...	1	N-D..	....	....	Plain..	3	Own..	1¼	1⅜	Opt.	Opt.	Yes.	38
Jacox.....30C	T&B	Var...	Var.	S&N..	15.2	....	1⅛	2	Var.	80	Mal..	1045	Bro.	3135	Opt.	Yes.	Ball...	1	Spec..	....	....	Plain..	3	Own..	1½	1⅝	Opt.	Opt.	Yes.	70
Jones.....C	C&T	4500	....	S&N..	14†	18	1⅛	1¾	7	90	Mal..	....	SS..	8	....	No..	Roller.	2	Shaf..	2⅛	¾	Plain..	2	Cleve.	1¼	1⅛	AW.	Qua.	Yes.	....
Keystone...K,H,G,F	T,B,Tr...	30000	1200	0W&S.	18†	Opt.	1½	2	Var.	60	SS...	St...	....	Var.	St..	No..	Var...	†	....	....	....	Var.	†	....	....	....	Opt.	Opt.	Yes.	Var.
Lavine.....2100	C, T, B, Tr	Var...	Var.	S&N..	9⅜	Opt.	1⅛	1¾	Opt.	Var.	Mal..	Spec	St..	Spec	Opt.	Yes.	Ball...	1	Own..	Var.	Var.	Plain..	2	Own..	Var.	Var.	Opt.	Opt.	Yes.	Var.
Lavine.....M25	C, T, B, Tr	13000	Var.	S&N..	10¾‡	Opt.	1⅛	1¾	Opt.	40	Mal..	Spec	Spec	Spec	Mal.	Yes.	Ball...	1	Nice..	....	....	Plain..	2	Own..	....	....	Opt.	Opt.	Yes.	Var.
Lavine.....L25	C, T, B, Tr	8000	Var.	S&N..	9½‡	Opt.	1⅛	1¾	Opt.	40	Mal..	Spec	Spec	Spec	Mal.	Yes.	Ball...	1	Nice..	....	....	Plain..	2	Own..	....	....	Opt.	Opt.	Yes.	Var.
Ross.....C	C & T	3200	Var.	C&L.	Var.	18	1⅛	1¾	Opt.	70	Mal..	1020	1020	....	Opt.	Yes.	Ball...	2	Own..	Var.	Var.	Plain..	..	Own..	Var.	Var.	AW.	SL..	Yes.	Var.
Ross.....E	C, T & B	3800	Var.	C&L.	Var.	18	1⅛	1¾	Opt.	70	Mal..	1020	1020	....	Opt.	Yes.	Ball...	2	Own..	Var	Var.	Plain..	..	Own..	Var.	Var.	Opt.	SL..	Yes.	Var.
Ross.....H & S	T & B	6000	Var.	C&L.	Var.	18	1⅛	1¾	Opt.	70	Mal..	3120	1020	....	Opt.	Yes.	Ball...	2	Own..	Var.	Var.	Plain..	..	Own..	Var.	Var.	Opt.	SL..	Yes.	Var.
Ross.....I&T	T & B	7000	Var.	C&L.	Var.	22	1⅛	2¼	Opt.	70	Mal..	3120	1020	....	Opt.	Yes.	Ball...	2	Own..	Var.	Var.	Plain..	..	Own..	Var.	Var.	Opt.	SL..	Yes.	Var.
Ross.....O	Cars	2400	Var.	C&L.	Var.	18	1⅛	1¾‡	Opt.	70	Mal..	1020	1020	....	Opt.	Yes.	Ball...	2	Own..	Var.	Var.	Plain..	..	Own..	Var.	Var.	AW.	SL..	Yes.	Var.
Warner.....17660	Cars	2400	800	W&W.	9	16	¾	1½	5½	....	Mal..	Spec	Spec	1020	St...	Yes.	Ball...	2	Nice..	1⅝	....	Plain..	2	.....	1	1½	BW.	Qua.	No..	15¾
Warner.....17520	Cars	3200	1100	W&W.	9	17	1	1½	6½	....	Mal..	Spec	Spec	1020	Opt.	Yes.	Ball...	2	Nice..	1¾	....	Plain..	1	.....	1⅛	5½	AW.	Qua.	No..	21¾
Warner.....17030	Cars	5400	1800	C&L.	Var.	18	1⅛	1¾	9	78	Mal..	Spec	Spec	1020	Wo.	Yes.	Ball...	2	Own..	2¼	....	Plain..	2	Cleve..	1⅛	1½	AW.	SL.	No..	32½
Weblrab.....1	C, B, Tr..	5600	2000	S&N..	8†	18	1⅛	1¾	7†	70	SS..	....	St..	2320	Mal.	Yes.	None..	0	None..	0	0	.....	....	.....	....	....	AW.	Opt.	Yes.	38
Weblrab.....2	T & B, Tr..	7800	3000	S&N..	9†	18	1¼	1¾	8†	70	SS..	....	St..	2320	Mal.	Yes.	None..	0	None..	0	0	.....	....	.....	....	....	BW.	R-L.	Yes.	45
Weblrab.....3	T & B, Tr..	11500	Var.	S&N..	9†	20	1¼	2	8†	70	SS..	....	St..	3135	Mal.	Yes.	None..	0	None..	0	0	.....	....	.....	....	....	BW.	R-L.	Yes.	65
Weblrab.....4	T & B, Tr..	15000	Var.	S&N..	10†	22†	1¼	2	10	70	SS..	....	St..	2320	Mal.	Yes.	None..	0	None..	0	0	.....	....	.....	....	....	BW.	Opt.	Yes.	85
Weblrab.....5	T & B, Tr..	20000	....	S&N..	10†	22†	1¼	2	12	....	SS..	....	St..	2320	Mal.	Yes.	None..	0	None..	0	0	.....	....	.....	....	....	BW.	Opt.	Yes.	98

ABBREVIATIONS:
Al—Aluminum
AW—Above Wheel
B—Buses
Bro—Bronze
W—Below Wheel
B
C—Cars
C&L—Cam and Lever
CI—Cast Iron
Cleve—Cleveland
Mal—Malleable
N-D—New Departure
NI—Nickel Iron
Opt—Optional
Qua—Quadrant
R-L—Ratchet Levers
Shaf—Shafer
S&N—Screw and Nut
SL—Short Levers
Spec—Special
SS—Semi Steel
St—Steel
T—Trucks
Tr—Tractors
Var—Varies
W&A—Wood or Aluminum
W&S—Worm and Sector
W&W—Worm and Wheel
Wo—Wood
†—Varies
‡—Material Optional

Light Airplane Specifications

American and British

MAKE AND MODEL	CHARACTERISTICS				GENERAL DIMENSIONS (Ft. ins.)						ENGINE				PERFORMANCE					WEIGHTS (Lbs.)			
								Main Wings							Speed (M.P.H.)		Climb						
	Class	Type	Designed for	Seating Capacity (Including Pilot)	Length	Height	Wings of Folding Type	Span	Chord	Total Area	Make	Number	Total Horse Power	Type	Full Throttle (See Level)	Landing	Altitude	Minutes	Endurance at Cruising Speed (Hrs.)	Fully Loaded	Useful Loaded	Per H.P.	Per Square Foot of Surface
AMERICAN																							
Bumblebee DJ-1	Tr-Mo.	Land Mac.	Racing	1	27-0	5-6	No.	27	33a	70	Henderson "4"	1	20	A-Vert.	80	45	1000	2	9	510	150	25.5	7.3
§Dormoy	Tr-Mo.	Land Mac.	Sport Mac.	1			No.	24	42	85	Henderson "4"	1	19	A-Vert.						425		22.4	5.0
Heath Humming Bird	Tr-Mo.	Land Mac.	Sport Mac.	1	17-3	4-8	No.	26	40a	78	Henderson "4"	1	28	A-Vert.	85	30	500	1		510	200	18.2	6.5
Lincoln Sport	Tr-Bi.	Land Mac.	Sport Mac.	1	16-0	5-7	No.	20	34		Anzani	1	30	A-Rad.	90	35	800	1		600	230	20.0	
Meteorplane M-T 1	Tr-Mo.	Land Mac.	Sport Mac.	2	18-0	5-0	No.	30	63	160	Meteormotor 72	1	20	A-Rad.	70	30	400	1	3	600	300	30.0	3.7
Meteorplane M-T 2	Tr-Bi.	Land Mac.	Sport Mac.	1	13-9	5-10	No.	20	37	105	Meteormotor 72	1	20	A-Rad.	95	32	500	1	3	450	225	22.5	4.2
Meteorplane M-T 3	Tr-Tr.	Land Mac.	Sport Mac.	1	14-0	6-6	No.	16	30	120	Meteormotor 72	1	20	A-Rad.	80	65	400	1	3	450	200	22.5	3.7
§Mummert	Tr-Mo.	Land Mac.	Sport Mac.	1			No.	26	48	135	Harley Davidson	1	19	A-Vee.									
Powell 1925	Tr-Bi.	Land Mac.	Racing	1	14-0	5-0	No.	16	32	76	Bristol Cherub	1	25	A-Hor.	85	50	7000	30	7	475	165	19.0	6.2
Roche-Dohse	Tr-Mo.	Land Mac.	Sport Mac.	1			No.				Morehouse M-80	1	29	A-Hor.			6000	10		500		17.2	
BRITISH																							
Austin Whippet	Tr-Bi.	Land Mac.	Sport Mac.	1	16-0		Yes.	21½		150	Anzani	1	50	A-Rad.	85	35	5000	10		810	230	16.2	5.7
Avro Avis	Tr-Bi.	Land Mac.	Sport Mac.	2	24-0		Yes.	30		255	Bristol Cherub	1	30	A-Vee.	75	30				950	370	31.6	3.7
Beardmore Wee Bee	Tr-Mo.	Land Mac.	Sport Mac.	2	22-2	5-0	No.	38	60	187	Bristol Cherub	1	25	A-Hor.	86	36				837	375	32.5	4.5
Bristol Brownie	Tr-Mo.	Land Mac.	Sport Mac.	2	26-3	6-6	Yes.	36½	72	204	Bristol	1	30	A-Hor.	70	36			2	870	370	29.0	4.3
Cranwell	Tr-Mo.	Land Mac.	Sport Mac.	1	18-6	5-9	No.	21		70	Bristol Cherub	1	30	A-Hor.						530	205	17.6	7.6
DeHaviland Moth	Tr-Bi.	Land Mac.	Sport Mac.	2	23-6	8-6	Yes.	29	52	229	A.D.C. Cirrus	1	60	A-Vert.	90	40	10000	45	4	1350	400	22.5	5.9
English Electric Wren-2	Tr-Mo.	Land Mac.	Sport Mac.	1	24-3	6-2	No.	37	48a	150	A.B.C.	1	7	A-Hor.	50	25	170	1	1½	413	158	22.5	2.7
Hawker Cygnet	Tr-Bi.	Land Mac.	Sport Mac.	2	20-0	6-5	Yes.	28	51	165	Anzani	1	28	A-Vee.	83	34	7000	30	3	750	165	26.5	4.5
								21	30														
Parnall Pixie	Tr-Bi.	Land Mac.	Sport Mac.	2	20-6	7-9	Yes.	32½	54	241	Bristol	1	30	A-Hor.	72	35				891			
Parnall Pixie II	Tr-Mo.	Land Mac.	Sport Mac.	1	18-0		Yes.	18		60	Blackburn	1	35	A-Vee.	105	45							
Parnall Pixie III	Tr-Mo.	Land Mac.	Sport Mac.	2	21-3	6-10	Yes.	32¼		140	Bristol Cherub	1	30	A-Vee.									

German

MAKE AND MODEL	CHARACTERISTICS				GENERAL DIMENSIONS (meters)						ENGINE				PERFORMANCE					WEIGHTS (kilos)			
								Main Wings							Speed (Kilom. Per Hr.)		Climb						
	Class	Type	Designed For	Seating Capacity (Inc. Pilot)	Length	Height	Wings of Folding Type?	Span	Chord	Total Area	Make	Number	Total Horsepower	Type	Full Throttle	Landing	Altitude (M.)	Minutes	Endurance at Cruising Speed (Hrs.)	Fully Loaded	Useful Load	Per H. P.	Per Square Meter of Surface
B.A.G.D. D-2	Tr-Mo.	LandMac.	SportMac	2	6.8	....	Yes.	11	.....	12½	Blackburne	1	18	Vee.	120	....	.....	.....	.....	330	.....	18.5	25.5
Daimler L-20	Tr-Mo.	LandMac.	SportMac	2	7.6	1.7	No.	13	1.65	20	Merc. Daim.	1	20	Hor.	120	45	1000	10	3½	425	170	19.5	19.5
Daimler L-21	Tr-Mo.	LandMac.	SportMac	2	.....	.....	.....	.....	.....	.....	Merc. Daim.	2	38	Hor.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Darmstadt "Mohammed"	Tr-Mo.	LandMac.	SportMac	1	.....	.....	.....	.....	.....	.....	Blackburne	1	18	Vee.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Messerschmidt M-17	Tr-Mo.	LandMac.	SportMac	2	5.8	1.5	....	11.6	.....	10.4	Bristol	1	25	Hor.	159	....	.....	.....	.....	370	190	14.8	35.6
Stahlwerk ME-2	Tr-Mo.	LandMac.	El. Tr.	2	5.2	2.0	....	9.4	.....	12.9	Own	1	35	Rad.	.....	.....	.....	.....	.....	385	.....	11	29.8
Udet Kolibri U-7	Tr-Mo.	LandMac.	SportMac SportMac	1	5.5	1.8	No.	10.0	.....	12.5	A. B. C.	1	25	Hor.	120	50	1000	5	5	300	100	12	24.0

ABBREVIATIONS:
a—Average
El Tr—Elementary Training
Hor—Horizontal
Land Mac—Land Machine
Merc. Daim—Mercury Daimler
Rad—Radial
Sport Mac—Sport Machine
Tr Tr—Tractor Triplane
Tr Bi—Tractor Biplane
Tr Mo—Tractor Monoplane
Vert—Vertical

IT is reported from London that the option on the rights to the military use of the helicopter-like flying machine known as the Autogiro, which was invented by a Spanish engineer, Senor de la Cierva, and which was flown with some degree of success at Farnboro last October, has been allowed to expire by the British Government, which plans to investigate the principles involved in the operation of the machine mathematically and experimentally, but will do nothing further in the matter for the present. It is understood that five machines based on the Autogiro design are under construction in England at present. Meanwhile the original machine has been taken to France and will be demonstrated to the French military authorities shortly.

ONE of the two large dirigibles now under construction in England, the R101, will be fitted with Diesel type high speed heavy oil engines built by Boardmore. Seven of these engines, of 600 h.p. each, will be carried.

OFFICIAL German figures show that the exports of synthetic wood alcohol (methanol) during the period of January to April of 1925 amounted to 578 metric tons to the U. S., 746 tons to Great Britain, 490 tons to Russia and 469 tons to Switzerland.

557,425 American Cars and Trucks Exported in 1925

Gain over 1924 is 47.7 per cent. Value in dollars totals $416,782,720

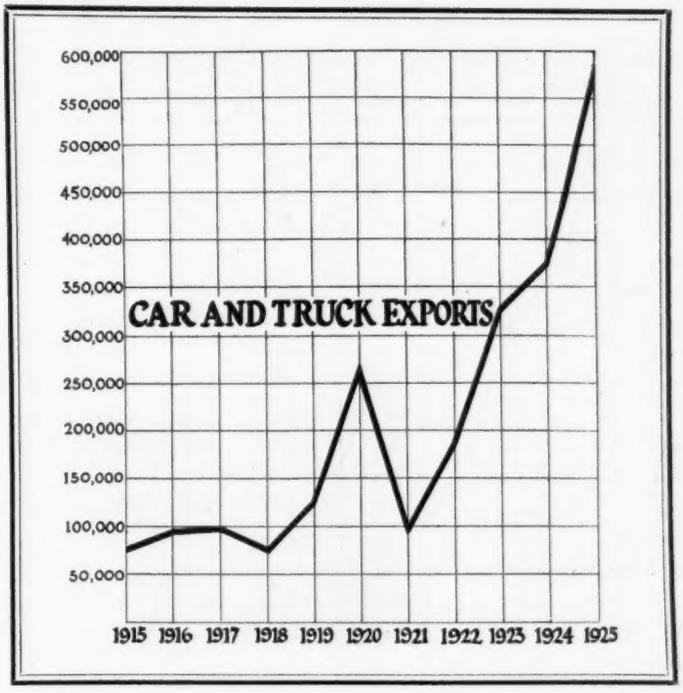
By George E. Quisenbury

Editor, The American Automobile (Overseas Edition)

EXPORT sales of American cars and trucks in 1925 were 47.7 per cent greater than in 1924 and reached the astonishingly high total of 557,425, by far the largest ever attained. The grand value of exports of the automotive industry last year was $416,782,720, an increase of 43.0 per cent over the 1924 value of $291,535,121.

No other industry in America enjoyed such an export business during 1925 and automotive builders have definitely placed themselves as the leaders in the overseas sales of manufactured products. With such a volume of business in 1925 and with such bright prospects for 1926 and ensuing years the industry is firmly intrenched as the chief factor in the international commerce of the country.

The survey of the export business shown below and on the pages following has been taken from the official export statements made by the Automotive, Rubber, Agricultural Implements and Electrical Divisions of the Bureau of Foreign and Domestic Commerce and the Statistical Division of the Canadian Dominion Government. Reports of exports to the nearly 120 countries which purchase automotive equipment have been combined and summarized below.



Specifically, there were exported last year from the United States and Canada a total of 302,305 cars and 74,770 trucks. The former had an average unit value of $703 and the trucks $574. In addition, the overseas assembly of American vehicles in 1925 reached 180,350 units, not segregated as to cars and trucks, an increase of 26.8 per cent over the previous year.

Export Shipments by Value

	1925	1924	Increase 1925
Passenger Cars			
From United States	$184,895,830	$112,534,729	64%
From Canada	27,794,884	22,080,232	26.0%
Total Cars	$212,690,714	$134,614,961	50.8%
Motor Trucks			
From United States	$ 37,703,302	$ 19,199,344	96.3%
From Canada	5,250,002	4,429,161	18.8%
Total Motor Trucks	$ 42,953,304	$ 23,628,505	81.8%
Parts			
From United States	$ 80,311,166	$ 77,949,660	3.0%
From Canada	6,372,728	4,992,049	27.8%
Tires			
From United States	$ 27,209,842	$ 19,784,651	38.0%
Motorcycles	5,075,139	5,603,188	*9.4%
Tractors	27,965,593	14,727,158	89.5%
Storage batteries	2,681,288	2,882,847	*7.0%
Spark plugs, magnetos	2,708,142	1,911,117	41.5%
Servicing appliances	5,432,220	2,841,453	91.4%
Cars and trucks (Elec.)	195,606	188,718	3.6%
Marine engines	2,121,806	1,411,350	50.5%
Trailers	281,513	201,191	4.0%
Aircraft engines—parts	783,659	798,273	*1.8%
Total value	$416,782,720	$291,535,121	43.0%

* Decrease

Export Shipments by Units

	1925	1924	Increase 1925	Unit Value 1925	Unit Value 1924
Passenger Cars					
From United States	244,300	151,380	61.6%	$755.00	$744.00
From Canada	58,005	43,833	32.4%	479.00	503.00
Total Cars	302,305	195,213	54.8%	$703.00	$688.00
Motor Trucks					
From United States	58,624	27,352	114.2%	$642.00	$702.00
From Canada	16,146	12,772	26.6%	325.00	347.00
Total Motor Trucks	74,770	40,124	86.3%	$574.00	$588.00
Branch Assemblies					
Cars and Trucks	180,350	142,346	26.8%	.....	.....
Total Cars and Trucks	557,425	377,733	47.7%	.....	.....
Motorcycles	22,825	16,859	35.8%	$222.00	$333.00
Tractors	45,938	25,221	82.4%	608.00	586.00
Storage Batteries	209,670	284,667	*26.5%	12.78	10.11
Automobile Tires (From United States)					
Casings	1,628,182	1,249,967	30.3%	$12.91	$12.02
Inner Tubes	1,475,460	1,104,145	33.7%	2.02	1.82
Solids	112,592	102,782	9.4%	28.23	19.18

* Decrease.
(Hawaii, Porto Rico and Alaska not included.)

American Passenger Car

Country	Total 1922	Total 1923	1924 Up to $500	1924 $500 to $800	1924 $800 to $2,000	1924 Over $2,000	Total 1924	1925 Up to $500	1925 $500 to $800	1925 $800 to $1,200	1925 $1,200 to $2,000	1925 Over $2,000	Total 1925
Austria (1914-1920 A.-Hungary)	*8*	*81*	*13*	*15*	*64*	*12*	*104*	.....	*17*	*23*	*19*	*12*	*71*
	$3,035	$57,852	$5,831	$11,396	$70,930	$35,246	$123,403	.....	$12,754	$25,938	$29,148	$32,452	$100,292
	9	*26*	*69*	*17*	*9*	.....	*95*	*100*	*26*	*17*	*13*	*1*	*157*
Azores & Madeira Islands	$5,490	$13,644	$24,067	$10,020	$13,450	.....	$47,537	$38,215	$19,107	$17,930	$20,260	$2,172	$97,684
	4,785	*4,931*	*261*	*465*	*729*	*121*	*1,576*	*2,270*	*797*	*1,399*	*594*	*133*	*5,193*
Belgium	$1,836,284	$2,655,794	$106,677	$347,214	$854,137	$357,812	$1,665,840	$973,091	$554,463	$1,517,699	$902,596	$370,487	$4,318,336
	.....	.....	*2*	*4*	*6*	*1*	*14*	*5*	.....	*7*	*2*	.....	*14*
Bulgaria	.....	.....	$780	$3,058	$8,083	$2,313	$14,234	$2,464	.....	$7,372	$2,718	.....	$12,554
	40	*14*	*16*	*5*	*27*	.....	*48*	*2*	*19*	*73*	*37*	*2*	*133*
Czechoslovakia	$16,456	$6,230	$7,425	$3,832	$28,131	.....	$39,388	$590	$13,052	$77,289	$60,185	$5,000	$156,116
	525	*1,796*	*99*	*249*	*340*	*28*	*716*	*6,565*	*639*	*691*	*136*	*13*	*8,044*
Denmark	$427,885	$1,323,455	$38,674	$180,508	$374,480	$98,866	$692,528	$2,689,388	$484,546	$714,095	$208,102	$42,162	$4,138,293
	4	*122*	.....	*4*	*1*	.....	*5*	.....	.....	*3*	*3*	.....	*6*
Esthonia	$3,730	$53,927	.....	$3,339	$832	.....	$4,171	.....	.....	$3,030	$4,852	.....	$7,882
	52	*496*	*113*	*148*	*117*	*3*	*381*	*85*	*268*	*318*	*86*	*15*	*772*
Finland	$26,428	$199,939	$44,871	$97,210	$124,483	$9,313	$275,877	$40,538	$196,679	$329,422	$127,152	$38,838	$732,629
	355	*312*	*66*	*29*	*205*	*49*	*349*	*3*	*61*	*629*	*239*	*110*	*1,042*
France	$377,021	$314,192	$26,899	$22,272	$251,378	$140,577	$441,126	$867	$44,246	$691,237	$354,690	$286,513	$1,377,553
	46	*64*	*229*	*369*	*1,530*	*219*	*2,347*	*58*	*934*	*1,330*	*910*	*388*	*3,620*
Germany	$47,948	$91,654	$98,809	$277,297	$1,764,261	$583,624	$2,723,991	$21,752	$712,414	$1,423,495	$1,424,675	$1,012,700	$4,595,036
	17	*33*	.....	*4*	*1*	*1*	*6*	*2*	*1*	*1*	.....	.....	*4*
Gibraltar	$19,979	$21,570	.....	$3,213	$1,446	$2,500	$7,159	$1,096	$858	$875	.....	.....	$2,829
	157	*165*	*107*	*191*	*157*	*18*	*473*	*168*	*257*	*199*	*73*	*28*	*725*
Greece	$100,856	$159,144	$46,744	$140,432	$185,449	$52,677	$425,302	$81,600	$189,817	$210,449	$104,671	$74,717	$661,254
	8	*14*	*1*	*12*	*41*	*4*	*58*	*5*	*22*	*26*	*17*	*3*	*73*
Hungary	$3,407	$16,050	$490	$8,270	$49,265	$11,118	$69,143	$2,624	$15,388	$27,809	$26,497	$7,722	$80,040
	4	*2*	*1*	.....	*1*	.....	*2*	.....	.....	*3*	*7*	.....	*10*
Iceland & Faroe Islands	$4,278	$2,666	$513	.....	$1,042	.....	$1,555	.....	.....	$2,967	$9,604	.....	$12,571
	246	*2,027*	*2,509*	*29*	*29*	*33*	*2,600*	*7,974*	*100*	*21*	*18*	*28*	*8,141*
Italy	$133,067	$654,591	$703,263	$18,357	$35,194	$117,859	$874,673	$2,366,574	$81,130	$22,320	$29,167	$91,798	$2,590,989
	100	*90*	.....	*3*	*24*	*3*	*30*	*7*	*7*	*28*	*15*	*2*	*59*
Latvia	$47,055	$45,871	.....	$2,182	$25,772	$7,497	$35,451	$2,879	$5,472	$28,400	$24,111	$4,306	$65,168
	.....	*9*	.....	.....	*1*	.....	*1*	.....	*2*	*1*	.....	.....	*3*
Lithuania	.....	$11,667	.....	.....	$11,932	.....	$1,932	.....	$1,260	$990	.....	.....	$2,250
	79	*151*	*61*	*13*	*15*	*4*	*93*	*114*	*17*	*16*	*2*	.....	*149*
Malta, Gozo & Cyprus	$37,199	$79,368	$22,273	$8,631	$16,216	$13,600	$60,720	$38,232	$12,269	$17,176	$2,869	.....	$70,546
	688	*1,586*	*222*	*502*	*1,364*	*149*	*1,937*	*54*	*505*	*1,036*	*641*	*194*	*2,430*
Netherlands	$648,612	$1,418,484	$96,680	$358,213	$1,269,765	$426,717	$2,151,375	$29,025	$366,582	$1,132,270	$978,639	$554,638	$3,061,154
	1,176	*3,070*	*176*	*176*	*146*	*6*	*504*	*169*	*151*	*222*	*68*	*7*	*617*
Norway	$496,624	$1,560,890	$68,023	$117,986	$151,797	$16,614	$354,420	$63,500	$108,979	$232,690	$98,430	$18,605	$522,204
	28	*214*	*1*	*29*	*77*	*4*	*111*	*5*	*51*	*94*	*54*	*10*	*214*
Poland & Danzig	$25,837	$119,529	$521	$20,105	$91,305	$11,500	$123,431	$2,543	$39,162	$97,904	$75,715	$25,547	$240,871
	62	*267*	*84*	*47*	*134*	*5*	*270*	*351*	*144*	*330*	*116*	*23*	*964*
Portugal	$69,812	$250,531	$35,846	$35,591	$155,612	$11,731	$238,780	$165,643	$110,251	$355,888	$175,711	$56,570	$864,163
	35	*81*	*91*	*47*	*86*	*16*	*240*	*29*	*82*	*213*	*62*	*18*	*404*
Rumania	$41,164	$109,647	$34,604	$33,787	$100,625	$40,203	$209,219	$14,583	$71,462	$222,908	$89,755	$49,506	$448,214
	203	*51*	*160*	.....	*1*	.....	*161*	*146*	*42*	*10*	*10*	*40*	*248*
Russia	$100,763	$56,385	$61,350	.....	$1,500	.....	$62,850	$51,485	$28,644	$9,440	$18,812	$123,292	$231,672
	2,111	*6,330*	*1,821*	*1,178*	*1,800*	*181*	*4,980*	*1,526*	*1,518*	*2,066*	*1,052*	*222*	*6,384*
Spain	$1,810,067	$4,628,283	$728,288	$867,599	$2,140,816	$507,679	$4,244,382	$619,582	$1,185,635	$2,209,609	$1,650,788	$643,731	$6,309,345
	3,063	*6,744*	*405*	*926*	*1,360*	*68*	*2,759*	*241*	*1,126*	*1,580*	*353*	*78*	*3,378*
Sweden	$1,859,961	$4,162,801	$143,427	$652,493	$1,423,281	$179,634	$2,398,835	$97,852	$863,743	$1,628,356	$524,559	$203,482	$3,317,992
	255	*495*	*67*	*203*	*660*	*61*	*991*	*17*	*223*	*590*	*285*	*166*	*1,281*
Switzerland	$316,632	$478,004	$28,751	$140,836	$818,409	$157,313	$1,145,309	$9,587	$162,417	$637,535	$425,970	$430,426	$1,665,935
	96	*28*	*15*	*2*	*24*	.....	*41*	*20*	*2*	*40*	*59*	*3*	*124*
Turkey	$46,376	$17,467	$5,628	$1,969	$27,958	.....	$35,553	$9,460	$1,788	$40,457	$89,449	$8,003	$149,157
	15	*9*	*1*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ukraine	$20,675	$13,322	$450	.....	.....	.....	$450	.....	.....	.....	.....	.....	.....
	4,230	*7,414*	*978*	*2,632*	*2,066*	*205*	*5,881*	*2,141*	*8,600*	*3,177*	*3,160*	*492*	*17,570*
United Kingdom	$3,294,519	$4,877,772	$431,961	$1,784,771	$2,444,261	$629,214	$5,290,207	$851,939	$5,935,703	$3,342,837	$4,742,784	$1,345,735	$16,218,998
	85	*168*	*21*	*158*	*67*	*1*	*247*	*10*	*139*	*63*	*6*	.....	*218*
Irish Free State	$51,187	$122,170	$5,247	$111,900	$72,471	$3,300	$192,918	$3,050	$106,980	$62,642	$10,589	.....	$183,261
	16	*6*	*15*	*6*	*12*	*1*	*34*	*16*	*22*	*52*	*21*	*12*	*123*
Yugoslavia, Albania & Fiume	$8,671	$6,389	$6,737	$3,907	$13,107	$2,313	$26,064	$7,662	$16,846	$53,739	$30,509	$36,151	$144,907
North and South America—	*12*	*7*	*8*	*5*	*3*	*1*	*17*	*12*	*5*	.....	*1*	.....	*18*
British Honduras	$7,878	$4,181	$2,367	$3,227	$3,600	$2,020	$11,214	$4,202	$3,643	.....	$1,270	.....	$9,115
	10,216	*11,012*	*1,314*	*2,866*	*4,362*	*424*	*8,966*	*2,240*	*4,493*	*4,569*	*1,965*	*661*	*13,928*
Canada	$10,569,681	$10,272,149	$346,752	$1,917,679	$4,964,807	$1,219,355	$8,448,593	$555,113	$2,884,789	$4,555,478	$2,907,424	$1,764,539	$12,667,343
	30	*65*	*62*	*36*	*50*	.....	*148*	*18*	*59*	*129*	*6*	*3*	*215*
Costa Rica	$21,264	$54,771	$28,400	$24,870	$53,297	.....	$106,567	$6,575	$43,737	$125,791	$9,084	$6,658	$191,845
	58	*153*	*17*	*94*	*215*	.....	*328*	*34*	*28*	*150*	*97*	*10*	*319*
Guatemala	$58,492	$149,556	$5,977	$70,771	$261,073	.....	$337,821	$13,256	$22,346	$158,336	$148,680	$25,401	$368,019
	34	*55*	*31*	*16*	*13*	.....	*60*	*38*	*18*	*14*	*7*	*1*	*78*
Honduras	$22,417	$35,177	$9,634	$11,099	$12,494	.....	$33,227	$13,124	$13,194	$14,601	$10,450	$3,305	$54,674
	.....	*18*	*17*	*30*	*33*	*1*	*81*	*11*	*29*	*31*	*17*	.....	*88*
Nicaragua	.....	$16,120	6,281	$22,364	$37,064	$2,495	$68,204	$4,323	$22,488	$32,909	$24,218	.....	$83,938
	191	*428*	*133*	*98*	*213*	*5*	*449*	*175*	*171*	*156*	*96*	*22*	*620*
Panama	$160,038	$398,265	$55,334	$69,602	$253,270	$19,705	$388,911	$67,741	$119,476	$162,459	$142,918	$58,451	$551,045
	57	*119*	*43*	*67*	*215*	*13*	*338*	*13*	*124*	*186*	*90*	*27*	*440*
Salvador	$73,076	$126,357	$20,526	$50,923	$245,237	$39,805	$356,491	$4,394	$96,179	$201,994	$141,341	$67,670	$511,578
	7,279	*7,559*	*5,603*	*1,261*	*1,682*	*143*	*8,689*	*7,198*	*1,749*	*2,643*	*690*	*280*	*12,560*
Mexico	$4,640,801	$4,254,866	$1,819,208	$847,742	$1,828,992	$444,021	$4,939,963	$2,367,609	$1,223,866	$2,656,890	$1,001,542	$800,278	$8,050,185
	.....	*2*	*3*	*1*	.....	.....	*4*	.....	*3*	.....	.....	.....	*3*
Miquelon Langley etc.	.....	$1,900	$750	$719	.....	.....	$1,469	.....	$2,352	.....	.....	.....	$2,352
	26	*92*	*49*	*15*	*39*	*2*	*105*	*62*	*55*	*44*	*12*	.....	*173*
Newfoundland & Labrador	$27,379	$79,404	$20,111	$10,562	$45,200	$4,771	$80,644	$27,178	$41,203	$48,298	$18,103	.....	$134,782
	27	*90*	*60*	*13*	*29*	.....	*102*	*22*	*10*	*24*	*8*	.....	*64*
Barbados	$14,371	$45,862	$23,900	$10,024	$34,034	.....	$67,958	$8,764	$6,921	$26,232	$11,247	.....	$53,164
	378	*581*	*136*	*157*	*144*	*3*	*440*	*237*	*224*	*132*	*27*	*3*	*623*
Jamaica	$262,661	$387,719	$51,356	$116,423	$147,868	$9,866	$325,523	$86,789	$162,285	$137,506	$38,757	$9,083	$434,420
	120	*197*	*148*	*41*	*15*	*1*	*205*	*131*	*50*	*32*	*15*	*1*	*229*
Trinidad & Tobago	$64,156	$99,445	$57,871	$29,717	$15,571	$3,224	$106,383	$45,281	$37,439	$32,007	$22,073	$2,250	$138,050
	175	*166*	*86*	*14*	*21*	*2*	*123*	*183*	*40*	*34*	*15*	*3*	*275*
Other British West Indies	$124,219	$97,226	$29,874	$9,259	$24,690	$8,500	$72,323	$65,904	$27,159	$34,292	$22,121	$9,092	$158,568
	1,689	*6,003*	*5,741*	*1,028*	*893*	*252*	*7,914*	*5,543*	*980*	*841*	*363*	*308*	*8,035*
Cuba	$1,229,336	$3,157,428	$1,763,847	$673,024	$1,020,438	$738,294	$4,195,603	$1,837,819	$698,453	$838,758	$523,692	$891,173	$4,789,895
	183	*636*	*467*	*96*	*136*	*25*	*724*	*864*	*62*	*113*	*48*	*26*	*1,113*
Dominican Republic	$118,913	$345,412	$162,017	$69,434	$160,984	$66,900	$459,335	$376,970	$45,801	$120,214	$69,562	$70,161	$682,708
	46	*74*	*50*	*19*	*26*	*1*	*96*	*20*	*51*	*48*	*11*	*1*	*131*
Dutch West Indies	$21,831	$35,122	$20,050	$12,891	$28,642	$3,742	$65,325	$6,708	$34,673	$52,237	$16,348	$2,500	$112,466
	17	*31*	*5*	*1*	*3*	.....	*9*	*25*	.....	*3*	.....	.....	*28*
French West Indies	$8,801	$22,609	$1,952	$861	$3,024	.....	$5,837	$8,692	.....	$3,075	.....	.....	$11,767
	107	*184*	*74*	*72*	*71*	*2*	*219*	*93*	*72*	*97*	*25*	*3*	*290*
Haiti	$71,528	$145,859	$30,446	$51,105	$78,893	$4,900	$165,344	$38,902	$55,915	$98,766	$36,547	$6,914	$237,044
	11	*15*	*15*	*3*	*5*	.....	*23*	*20*	*5*	*1*	*2*	.....	*28*
Virgin Is.	$4,998	$10,128	$5,980	$2,096	$5,265	.....	$13,401	$7,981	$3,460	$1,000	$2,914	.....	$15,355
	2,497	*6,645*	*5,462*	*2,887*	*3,603*	*267*	*12,219*	*18,824*	*5,615*	*5,363*	*1,234*	*453*	*31,489*
Argentina	$2,307,067	$5,304,722	$2,404,779	$2,038,342	$4,090,823	$751,689	$9,285,633	$7,641,454	$4,175,325	$5,582,090	$1,801,983	$1,288,230	$20,489,082
	12	*76*	*11*	*22*	*57*	*7*	*97*	*1*	*59*	*51*	*23*	*18*	*152*
Bolivia	$19,156	$92,568	$4,893	$16,921	$74,454	$20,094	$116,362	$380	$43,227	$56,573	$36,650	$50,612	$187,442
	1,672	*2,136*	*1,984*	*1,349*	*1,885*	*171*	*5,389*	*8,047*	*1,774*	*3,252*	*632*	*269*	*13,974*
Brazil	$1,376,552	$1,897,416	$640,201	$967,252	$17,6322.0	$474,000	$4,099,485	$2,904,563	$1,348,234	$3,272,282	$920,921	$758,431	$9,204,431

Exports from 1922 to 1925

Country	Total 1922	Total 1923	1924 Up to $500	1924 $500 to $800	1924 $800 to $2,000	1924 Over $2,000	Total 1924	1925 Up to $500	1925 $500 to $800	1925 $800 to $1,200	1925 $1,200 to $2,000	1925 Over $2,000	Total 1925
Chile	*150* $107,276	*795* $620,446	*1,446* $328,069	*165* $122,201	*395* $488,806	*89* $258,246	*2,095* $1,197,322	*849* $220,260	*313* $228,728	*278* $292,114	*146* $212,562	*49* $150,745	*1,635* $1,104,409
Colombia	*172* $137,241	*414* $316,539	*263* $97,796	*123* $87,648	*276* $342,224	*18* $54,972	*680* $582,640	*508* $193,256	*309* $230,179	*293* $306,666	*265* $399,909	*38* $112,409	*1,413* $1,242,419
Ecuador	*25* $18,816	*70* $51,312	*89* $34,976	*28* $20,194	*87* $106,448	*2* $4,870	*206* $166,488	*45* $14,705	*29* $21,439	*30* $26,663	*24* $36,223	*3* $7,801	*131* $109,831
Falkland Is.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
British Guiana	*60* $30,987	*95* $41,436	*27* $10,363	*29* $20,695	*6* $6,268	.....	*62* $37,326	*9* $3,212	*9* $6,823	*18* $18,186	*1* $1,517	*2* $5,610	*39* $35,348
Dutch Guiana	*24* $12,249	*15* $6,347	*4* $1,507	.....	*3* $3,377	.....	*7* $4,884	*4* $1,581	*1* $641	.....	*1* $1,612	.....	*6* $3,834
French Guiana	*4* $1,932	*2* $738	*2* $728	.....	.....	.....	*2* $728	.....	.....	.....	.....	.....	.....
Paraguay	*2* $1,304	.....	*27* $9,371	*33* $26,130	*2* $2,892	.....	*62* $38,393	*22* $7,949	.....	*1* $1,008	.....	.....	*23* $8,957
Peru	*62* $69,613	*647* $434,673	*631* $240,686	*393* $285,210	*489* $574,649	*30* $100,392	*1,543* $1,200,937	*540* $200,581	*156* $115,880	*355* $378,729	*98* $143,564	*46* $138,430	*1,195* $977,184
Uruguay	*741* $415,150	*3,128* $1,498,522	*2,895* $851,174	*787* $534,869	*607* $703,455	*33* $91,366	*4,322* $2,180,864	*3,324* $972,683	*449* $335,142	*593* $630,860	*211* $311,686	*64* $180,120	*4,641* $2,430,491
Venezuela	*449* $344,190	*788* $543,480	*716* $279,144	*242* $182,913	*309* $351,706	*47* $129,499	*1,314* $943,262	*1,049* $411,329	*267* $203,723	*763* $794,245	*203* $298,664	*64* $172,679	*2,346* $1,880,640
Asia—	*5*	*9*	.....	.....	*5*	.....	*5*	*26*	*2*	*1*	.....	.....	*29*
Aden	$3,658	$5,715	.....	.....	$6,400	.....	$6,400	$12,832	$1,335	$810	.....	.....	$14,977
Armenia, etc.	*35* $13,081	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
British India	*1,079* $869,763	*1,998* $1,349,253	*723* $331,951	*1,022* $731,785	*503* $553,867	*13* $36,396	*2,261* $1,653,999	*407* $183,734	*1,191* $932,548	*964* $1,007,209	*92* $135,338	*8* $18,906	*2,662* $2,277,735
Ceylon	*152* $107,131	*294* $226,711	*107* $48,261	*127* $92,926	*140* $152,935	*3* $6,361	*377* $300,483	*43* $20,049	*156* $119,001	*171* $176,118	*25* $36,346	*2* $5,134	*397* $356,648
Straits Settlements	*164* $132,509	*601* $436,385	*221* $102,594	*195* $143,374	*218* $237,087	.....	*634* $483,055	*251* $111,262	*662* $489,342	*464* $476,543	*61* $88,932	*4* $10,300	*1,442* $1,176,379
Other British East Indies	*1* $1,445	.....	*2* $1,040	*5* $3,751	*2* $1,826	.....	*9* $6,617	.....	.....	.....	.....	.....	.....
China	*579* $471,921	*817* $676,564	*312* $118,688	*416* $295,390	*306* $371,174	*11* $29,442	*1,045* $814,694	*404* $151,422	*423* $304,660	*403* $433,419	*85* $127,306	*29* $78,681	*1,344* $1,095,488
Chosen	*7* $2,962	*43* $21,186	*152* $49,511	*11* $7,921	*2* $2,846	.....	*165* $60,278	*7* $2,692	*5* $3,548	*2* $2,001	*2* $3,072	.....	*16* $11,613
Java & Madura	*379* $374,989	*1,245* $1,055,522	*104* $50,507	*504* $368,249	*449* $478,476	*2* $5,000	*1,059* $902,232	*46* $22,693	*833* $642,261	*482* $493,853	*107* $163,293	*31* $77,819	*1,499* $1,399,919
Other Dutch East Indies	*22* $22,027	*85* $74,802	*7* $3,404	*120* $81,771	*84* $91,539	.....	*211* $176,714	*12* $6,070	*161* $113,653	*90* $92,532	*31* $50,083	*6* $15,688	*300* $278,026
Far East Republic	.....	*1*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
French Indo China	.....	$463	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Greece	*11* $4,577	*42* $29,568	*10* $4,080	.....	.....	.....	*10* $4,080	*11* $4,097	*26* $21,407	*4* $3,840	.....	.....	*41* $29,344
Hejaz, Arabia & Iraq	*10* $3,920	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hongkong	*7* $5,839	*106* $39,303	*287* $96,836	*6* $4,443	*26* $23,652	.....	*319* $124,931	*443* $149,648	.....	*7* $7,527	.....	.....	*450* $157,175
Japan	*59* $89,180	*198* $181,642	*59* $21,233	*25* $19,802	*104* $125,082	*13* $41,531	*201* $207,648	*77* $26,700	*26* $19,226	*21* $25,219	*22* $31,727	*4* $10,505	*150* $113,377
Kwantung	*1,271* $783,291	*3,734* $2,104,521	*2,289* $768,061	*618* $403,366	*1,148* $1,333,228	*92* $256,913	*4,147* $2,761,568	*182* $70,755	*252* $184,002	*447* $461,650	*127* $188,469	*87* $239,267	*1,095* $1,144,143
Palestine & Syria	*86* $29,243	*55* $26,831	*31* $12,544	*25* $16,911	*10* $15,895	.....	*66* $45,350	*185* $65,228	*49* $35,728	*16* $16,636	*5* $6,978	.....	*255* $124,570
Persia	*999* $576,528	*780* $444,405	*599* $203,404	*181* $131,208	*204* $237,487	*3* $8,723	*987* $578,822	*883* $302,832	*282* $221,101	*212* $220,378	*84* $121,596	*6* $15,400	*1,467* $881,307
Philippine Is.	*27* $9,830	*165* $47,848	*94* $31,002	.....	*2* $1,706	.....	*96* $32,708	*174* $57,802	*4* $3,157	*4* $3,217	.....	.....	*182* $64,176
Russia	*550* $457,927	*1,443* $1,114,188	*970* $377,743	*585* $435,402	*641* $737,552	*59* $173,761	*2,255* $1,724,458	*1,713* $661,016	*561* $431,911	*633* $657,358	*191* $286,650	*75* $204,215	*3,173* $2,241,150
Siam	.....	.....	.....	.....	*4* $6,152	*4* $11,763	*8* $17,915	*5* $2,663	.....	.....	.....	.....	*5* $2,663
Turkey	*33* $32,069	*23* $17,993	*18* $8,618	*31* $22,250	*10* $10,300	.....	*59* $41,168	*18* $8,278	*29* $22,170	*6* $6,760	.....	.....	*53* $37,208
Other Asia	*16* $6,275	*12* $5,500	*10* $3,040	.....	*2* $2,484	.....	*12* $5,524	*11* $3,946	*29* $22,301	*1* $1,141	.....	.....	*41* $27,388
Oceania—	.....	.....	*4* $1,456	.....	.....	.....	*4* $1,456	.....	.....	.....	.....	*1* $3,902	*1* $3,902
Australia	*11,236* $8,716,930	*25,817* $20,013,471	*15,134* $5,853,192	*13,900* $8,975,224	*10,079* $11,122,518	*451* $1,079,159	*39,564* $27,030,093	*17,381* $6,440,928	*17,231* $11,658,587	*11,256* $12,048,884	*1,976* $2,965,374	*507* $1,222,461	*48,351* $34,336,234
New Zealand	*1,840* $1,551,277	*4,269* $3,745,205	*688* $324,417	*1,440* $1,004,309	*1,819* $2,036,322	*118* $313,864	*4,065* $3,678,912	*2,458* $1,188,690	*1,243* $888,530	*3,203* $3,449,858	*735* $1,072,144	*61* $166,309	*7,700* $6,765,531
Other British Oceania	*9* $4,821	*20* $16,243	*12* $5,216	*16* $11,598	*12* $13,195	.....	*40* $30,009	*8* $3,953	*26* $19,444	*23* $21,684	*2* $2,879	.....	*59* $47,960
French Oceania	*15* $9,493	*14* $6,837	*26* $9,455	*17* $11,602	*7* $9,189	*1* $2,260	*51* $32,496	*11* $3,380	*6* $3,775	*11* $10,895	*3* $5,426	.....	*31* $23,476
Other Oceania	*19* $11,199	*4* $2,645	*4* $1,650	*4* $2,956	*3* $3,315	.....	*11* $7,921	*3* $1,367	*4* $3,022	*3* $2,814	*1* $1,541	.....	*11* $8,744
Africa—	*68*	*40*	*57*	.....	.....	.....	*57*	*71*	*7*	*5*	.....	.....	*83*
Belgian Congo	$24,732	$17,678	$20,201	.....	.....	.....	$20,201	$26,352	$5,216	$5,273	.....	.....	$36,841
British W. Africa	*130* $120,374	*201* $149,629	*24* $11,284	*52* $36,650	*36* $37,076	.....	*112* $85,010	*20* $9,146	*36* $27,543	*55* $58,068	*5* $7,146	*1* $2,528	*117* $104,431
British S. Africa	*2,043* $1,869,555	*4,853* $4,159,040	*1,018* $479,790	*3,201* $2,322,970	*3,369* $3,547,553	*34* $93,631	*7,622* $6,443,944	*1,621* $775,407	*3,758* $2,812,801	*6,088* $6,512,972	*512* $738,501	*21* $52,938	*12,000* $10,872,619
British E. Africa	*93* $70,459	*213* $145,504	*290* $128,656	*116* $81,553	*173* $184,727	*4* $13,241	*583* $408,177	*287* $139,428	*109* $78,447	*365* $395,320	*30* $42,483	*2* $7,610	*793* $663,288
Canary Is.	*106* $92,317	*172* $140,847	*47* $20,457	*52* $37,402	*124* $138,019	*1* $3,299	*224* $199,177	*24* $10,422	*53* $41,671	*77* $83,318	*31* $45,880	*5* $14,129	*190* $195,420
Egypt	*374* $179,881	*219* $133,165	*158* $71,408	*111* $77,776	*38* $38,801	*2* $7,381	*309* $195,366	*284* $104,501	*100* $73,667	*169* $172,298	*17* $25,541	*9* $24,436	*579* $400,443
Algeria and Tunis	*45* $17,368	*84* $31,151	*28* $9,680	*1* $542	.....	.....	*29* $10,222	*37* $11,916	*6* $4,018	*14* $15,223	*10* $14,917	.....	*67* $46,074
Other French Africa	*50* $21,092	*121* $49,092	*131* $43,080	*23* $17,499	*2* $1,616	.....	*156* $82,195	*227* $73,194	*33* $23,951	*12* $10,734	*2* $2,843	.....	*274* $110,722
Italian Africa	.....	.....	*6* $2,310	.....	.....	.....	*6* $2,310	.....	.....	.....	.....	.....	.....
Liberia	*1* $685	.....	*4* $1,586	.....	*1* $1,595	.....	*5* $3,181	*3* $1,286	*4* $2,338	*2* $2,016	*4* $5,761	.....	*13* $11,401
Morocco	*128* $62,740	*133* $61,934	*198* $74,695	*30* $22,134	*3* $3,024	.....	*231* $99,853	*518* $188,167	*23* $16,176	*19* $19,728	*9* $12,953	*1* $2,116	*570* $239,140
Portuguese East Africa	*22* $16,931	*42* $29,909	*44* $18,051	*79* $52,740	*41* $42,795	.....	*164* $113,586	*44* $15,454	*57* $43,791	*100* $115,700	.....	.....	*201* $174,945
Other Portuguese Africa	*76* $35,956	*64* $38,226	*62* $26,577	*22* $17,180	*5* $5,431	.....	*89* $49,188	*47* $15,855	*57* $47,840	*12* $12,864	.....	.....	*116* $76,559
Spanish Africa	*20* $21,460	*18* $16,256	*22* $9,130	*17* $10,370	*3* $4,065	.....	*42* $23,565	*41* $18,673	*12* $8,815	*3* $3,041	*2* $2,921	.....	*58* $32,450
Totals	*66,791* $51,049,816	*127,035* $90,692,272	*59,175* $21,485,955	*42,406* $29,012,219	*46,256* $52,083,494	*3,543* $9,953,061	*151,180* $112,534,729	*100,227* $37,177,237	*60,437* $42,923,350	*59,847* $62,834,928	*18,562* $27,742,689	*5,215* $14,219,439	*244,288* $184,897,643

American Truck Exports

Country	1923 Up to 1 Ton	1923 1 to 2½ Tons	1923 Over 2½ Tons	Total 1923	1924 Up to 1 Ton	1924 1 to 2½ Tons	1924 Over 2½ Tons	Total 1924	1925 Up to 1 Ton	1925 1 to 2½ Tons	1925 Over 2½ Tons	Total 1925
Austria (Prior to 1920 A. Hungary)	*1*	.....	.....	*1*	.....	.....	.....	.....	.....	.....	.....	.....
	$531	.....	.....	$531	.....	.....	.....	.....	.....	.....	.....	.....
Azores & Madeira Isl.	*8*	.....	.....	*8*	*4*	.....	.....	*4*	*35*	*2*	.....	*37*
	$3,450	.....	.....	$3,450	$2,337	.....	.....	$2,337	$18,144	$1,930	.....	$20,074
Belgium	*3,955*	*2*	.....	*3,957*	*25*	*2*	*1*	*28*	*2,262*	*6*	*1*	*2,269*
	$954,277	$2,068	.....	$956,345	$15,029	$2,212	$10,000	$27,241	$878,837	$8,137	$2,031	$889,005
Bulgaria	.....	.....	.....	.....	.....	.....	.....	.....	*7*	*2*	.....	*9*
	.....	.....	.....	.....	.....	.....	.....	.....	$3,161	$1,988	.....	$5,149
Czechoslovakia	.....	.....	.....	.....	.....	.....	.....	.....	.....	*1*	.....	*1*
	.....	.....	.....	.....	.....	.....	.....	.....	.....	$1,405	.....	$1,405
Denmark	*14*	*34*	.....	*48*	*6*	*24*	*5*	*35*	*3,175*	*61*	*10*	*3,246*
	$7,434	$34,089	.....	$41,523	$6,183	$34,078	$9,230	$49,491	$1,282,638	$79,384	$20,905	$1,382,927
Esthonia	*82*	*1*	.....	*83*	.....	.....	.....	.....	.....	.....	.....	.....
	$21,229	$1,700	.....	$22,929	.....	.....	.....	.....	.....	.....	.....	.....
Finland	*353*	*1*	.....	*354*	*49*	*3*	.....	*52*	*29*	*44*	.....	*73*
	$93,390	$1,275	.....	$94,665	$23,903	$4,925	.....	$28,828	$25,016	$54,345	.....	$79,361
France	*16*	*1*	*2*	*19*	*6*	.....	.....	*6*	*2*	*1*	.....	*3*
	$11,557	$1,426	$4,583	$17,566	$2,642	.....	.....	$2,642	$1,969	$979	.....	$2,948
Germany	*1*	.....	*2*	*3*	*15*	*30*	*2*	*47*	*369*	*179*	*1*	*549*
	$425	.....	$5,000	$5,425	$9,815	$31,689	$11,431	$52,935	$213,922	$202,056	$2,403	$418,381
Gibraltar	*4*	.....	.....	*4*	.....	*1*	.....	*1*	.....	.....	.....	.....
	$1,680	.....	.....	$1,680	.....	$1,111	.....	$1,111	.....	.....	.....	.....
Greece	*1*	.....	.....	*1*	*21*	*11*	.....	*32*	*30*	*37*	*1*	*68*
	$393	.....	.....	$393	$8,083	$16,832	.....	$24,915	$21,712	$52,669	$3,104	$77,485
Hungary	.....	.....	.....	.....	.....	.....	.....	.....	.....	*1*	.....	*1*
	.....	.....	.....	.....	.....	.....	.....	.....	.....	$2,453	.....	$2,453
Iceland & Faroe Isl.	.....	.....	.....	.....	.....	.....	.....	.....	.....	*1*	.....	*1*
	.....	.....	.....	.....	.....	.....	.....	.....	.....	$1,110	.....	$1,110
Italy	*509*	.....	.....	*509*	*2,513*	.....	.....	*2,513*	*7,218*	*205*	.....	*7,423*
	$144,167	.....	.....	$144,167	$638,002	.....	.....	$638,002	$1,823,081	$51,722	.....	$1,874,803
Latvia	*35*	*1*	*1*	*37*	.....	.....	.....	.....	*5*	*3*	.....	*8*
	$9,289	$1,750	$2,325	$13,364	.....	.....	.....	.....	$3,169	$3,018	.....	$6,187
Malta, Gozo & Cyprus	*11*	.....	.....	*11*	*1*	.....	.....	*1*	*1*	.....	.....	*1*
	$3,466	.....	.....	$3,466	$505	.....	.....	$505	$395	.....	.....	$395
Netherlands	*32*	*3*	.....	*35*	*26*	*28*	.....	*54*	*19*	*131*	*20*	*170*
	$14,643	$3,106	.....	$17,749	$22,783	$30,063	.....	$52,846	$20,862	$186,553	$64,077	$271,492
Norway	*548*	*30*	*8*	*586*	*9*	*15*	*3*	*27*	*38*	*61*	*8*	*107*
	$154,919	$42,606	$12,298	$209,823	$7,476	$22,346	$5,043	$34,865	$39,211	$81,679	$15,400	$136,290
Poland & Danzig	*2*	.....	.....	*2*	*1*	*1*	.....	*2*	*4*	*15*	*2*	*21*
	$1,083	.....	.....	$1,083	$860	$1,424	.....	$2,284	$2,791	$21,117	$4,178	$28,086
Portugal	*9*	.....	.....	*9*	*6*	*1*	.....	*7*	*43*	*12*	.....	*55*
	$3,808	.....	.....	$3,808	$1,533	$500	.....	$2,033	$19,564	$10,360	.....	$29,924
Rumania	.....	.....	.....	.....	*8*	.....	.....	*8*	*12*	*1*	.....	*13*
	.....	.....	.....	.....	$4,000	.....	.....	$4,000	$6,000	$2,120	.....	$8,120
Russia	*58*	.....	*1*	*59*	*77*	*50*	.....	*127*	*457*	*1*	*22*	*480*
	$25,585	.....	$4,441	$30,026	$29,469	$20,400	.....	$49,869	$202,152	$1,318	$97,518	$300,988
Spain	*1,078*	*32*	*7*	*1,117*	*561*	*77*	.....	*638*	*1,216*	*156*	*2*	*1,374*
	$253,213	$30,114	$7,146	$290,473	$192,446	$77,036	.....	$269,482	$460,253	$181,205	$2,574	$644,032
Sweden	*1,628*	*117*	*20*	*1,765*	*1,330*	*68*	.....	*1,398*	*125*	*138*	*2*	*265*
	$482,517	$117,791	$37,692	$638,000	$441,050	$77,945	.....	$518,995	$128,852	$142,516	$2,136	$273,504
Switzerland	.....	.....	.....	.....	*10*	.....	.....	*10*	*4*	*1*	.....	*5*
	.....	.....	.....	.....	$5,119	.....	.....	$5,119	$1,864	$1,154	.....	$3,018
Turkey	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ukraine	*61*	.....	.....	*61*	*1*	.....	.....	*1*	.....	.....	.....	.....
	$22,723	.....	.....	$22,723	$500	.....	.....	$500	.....	.....	.....	.....
United Kingdom	*605*	*432*	*46*	*1,083*	*377*	*303*	*8*	*688*	*3,643*	*661*	*23*	*4,327*
	$271,219	$406,550	$69,863	$747,632	$244,480	$318,043	$14,900	$577,423	$1,719,855	$741,383	$62,699	$2,523,937
Irish Free State	*1*	*1*	.....	*2*	*1*	*14*	.....	*15*	*21*	*4*	.....	*25*
	$520	$795	.....	$1,315	$610	$10,063	.....	$10,673	$13,336	$4,613	.....	$17,949
Yugoslavia, Albania & Fiume	*1*	.....	.....	*1*	.....	.....	.....	.....	*1*	.....	.....	*1*
	$1,200	.....	.....	$1,200	.....	.....	.....	.....	$475	.....	.....	$475
British Honduras	*1*	.....	.....	*1*	*2*	*2*	.....	*4*	*6*	.....	*27*	*33*
	$687	.....	.....	$687	$786	$7,618	.....	$8,404	$2,631	.....	$123,227	$125,858
Canada	*313*	*876*	*169*	*1,358*	*460*	*860*	*109*	*1,429*	*418*	*1,231*	*161*	*1,810*
	$216,302	$1,166,672	$522,608	$1,905,582	$322,553	$1,222,502	$326,415	$1,871,470	$320,279	$1,726,864	$521,674	$2,568,817
Costa Rica	*3*	*4*	.....	*7*	*10*	*4*	.....	*14*	*27*	*21*	*1*	*49*
	$1,224	$6,156	.....	$7,380	$4,502	$6,315	.....	$10,817	$13,682	$30,408	$1,645	$45,735
Guatemala	*6*	*3*	.....	*9*	*16*	*18*	*1*	*35*	*39*	*108*	*1*	*148*
	$2,358	$2,874	.....	$5,232	$8,335	$24,602	$2,000	$34,937	$24,724	$150,940	$4,600	$180,264
Honduras	*15*	*1*	*3*	*19*	*29*	*1*	*4*	*34*	*26*	*6*	*3*	*35*
	$6,798	$1,801	$14,345	$22,944	$11,392	$907	$14,147	$26,446	$12,840	$7,795	$12,888	$33,523
Nicaragua	.....	.....	.....	.....	*2*	*1*	*1*	*4*	*3*	*5*	*4*	*12*
	.....	.....	.....	.....	$1,032	$2,885	$4,255	$8,172	$1,130	$6,251	$22,499	$29,880
Panama	*66*	*9*	*2*	*77*	*94*	*34*	*2*	*130*	*140*	*42*	.....	*182*
	$23,312	$17,779	$9,386	$50,477	$39,511	$42,644	$5,150	$87,305	$68,318	$71,887	.....	$140,205
Salvador	*1*	.....	*2*	*3*	*2*	*5*	*8*	*15*	*12*	*26*	*35*	*73*
	$727	.....	$11,513	$12,240	$1,010	$8,392	$38,208	$47,610	$7,914	$38,011	$118,108	$164,033
Mexico	*780*	*178*	*53*	*1,011*	*1,158*	*213*	*22*	*1,393*	*3,097*	*394*	*78*	*3,569*
	$354,151	$184,223	$122,919	$661,293	$485,995	$279,524	$63,023	$828,542	$1,162,669	$489,743	$319,543	$1,971,955
Miquelon, Langley, Etc.	.....	.....	.....	.....	*4*	.....	.....	*4*	*1*	.....	.....	*1*
	.....	.....	.....	.....	$600	.....	.....	$600	$550	.....	.....	$550
Newfoundland & Labrador	*4*	.....	.....	*4*	*5*	*2*	.....	*7*	*7*	*5*	*16*	*28*
	$1,750	.....	.....	$1,750	$1,500	$1,936	.....	$3,436	$2,586	$5,228	$69,302	$77,116
Barbados	*13*	*3*	*1*	*17*	*39*	*1*	.....	*40*	*1*	*6*	*2*	*9*
	$4,725	$5,462	$500	$10,687	$14,310	$1,812	.....	$16,122	$710	$11,186	$4,386	$16,282
Jamaica	*170*	*48*	*1*	*219*	*117*	*27*	*4*	*148*	*166*	*39*	*3*	*208*
	$62,795	$69,529	$2,705	$135,029	$47,949	$37,440	$10,367	$95,756	$59,590	$54,372	$7,531	$121,493
Trinidad & Tobago	*34*	*2*	*1*	*37*	*46*	*13*	*3*	*62*	*15*	*16*	.....	*31*
	$12,351	$3,005	$3,271	$18,627	$20,215	$23,869	$10,994	$55,078	$10,385	$18,986	.....	$29,371
Other British West Indies	*47*	.....	.....	*47*	*32*	*2*	.....	*34*	*76*	*10*	*1*	*87*
	$17,425	.....	.....	$17,425	$12,956	$3,517	.....	$16,473	$31,804	$15,068	$2,307	$49,179
Cuba	*743*	*52*	*16*	*811*	*1,375*	*73*	*30*	*1,478*	*1,782*	*223*	*143*	*2,148*
	$215,467	$77,344	$52,133	$344,944	$359,864	$104,811	$98,817	$563,492	$535,341	$284,362	$451,513	$1,271,216
Dominican Republic	*26*	*5*	*9*	*40*	*109*	*12*	*11*	*132*	*127*	*21*	*36*	*184*
	$11,120	$7,845	$24,002	$42,967	$48,224	$20,453	$31,991	$100,668	$63,401	$21,194	$106,983	$191,578
Dutch West Indies	*17*	*1*	.....	*18*	*42*	.....	.....	*42*	*46*	*4*	.....	*50*
	$5,999	$100	.....	$6,099	$15,875	.....	.....	$15,875	$16,627	$2,197	.....	$18,824
French West Indies	*1*	.....	.....	*1*	*7*	.....	.....	*7*	*22*	.....	.....	*22*
	$364	.....	.....	$364	$2,486	.....	.....	$2,486	$8,129	.....	.....	$8,129
Haiti	*8*	*13*	*2*	*23*	*35*	*11*	*2*	*48*	*80*	*49*	*16*	*145*
	$3,942	$26,152	$4,465	$34,559	$16,830	$15,915	$6,800	$39,545	$37,305	$59,400	$24,705	$121,410
Virgin Is.	*1*	.....	.....	*1*	.....	.....	.....	.....	*7*	.....	.....	*7*
	$500	.....	.....	$500	.....	.....	.....	.....	$2,692	.....	.....	$2,692
Argentina	*95*	*63*	*30*	*188*	*245*	*177*	*186*	*608*	*1,325*	*414*	*142*	*1,881*
	$93,765	$100,926	$84,144	$278,835	$179,886	$307,321	$495,048	$982,255	$590,869	$731,205	$428,743	$1,750,817
Bolivia	*2*	.....	.....	*2*	*19*	*3*	*4*	*26*	*37*	*36*	*4*	*77*
	$324	.....	.....	$324	$5,704	$6,430	$19,760	$34,894	$19,197	$56,716	$11,456	$87,369

from 1923 to 1925

Country	1923			Total 1923	1924			Total 1924	1925			Total 1925
	Up to 1 Ton	1 to 2½ Tons	Over 2½ Tons		Up to 1 Ton	1 to 2½ Tons	Over 2½ Tons		Up to 1 Ton	1 to 2½ Tons	Over 2½ Tons	
Brazil	27 $7,021			27 $7,021	1,643 $437,145	24 $33,352	6 $20,307	1,673 $490,804	4,581 $1,674,034	111 $139,520	30 $96,146	4,722 $1,909,700
Chile	515 $261,028	44 $60,426	8 $21,625	567 $343,079	1,073 $420,957	162 $243,580	37 $89,209	1,272 $753,746	1,115 $424,829	349 $539,733	137 $416,648	1,601 $1,381,210
Colombia	85 $30,522	30 $42,107	23 $95,815	138 $168,444	163 $69,320	66 $105,322	23 $91,905	252 $266,547	483 $229,088	317 $337,961	29 $108,715	829 $675,764
Ecuador	42 $14,808	2 $2,487		44 $17,295	114 $44,020	6 $8,376	1 $4,372	121 $56,768	84 $36,197	14 $19,520	1 $1,174	99 $56,891
Falkland Islands	1 $440			1 $440								
British Guiana		1 $1,047		1 $1,047	2 $712	3 $3,452	1 $2,002	6 $6,166	2 $584	6 $6,509		8 $7,093
Dutch Guiana												
French Guiana	3 $1,033			3 $1,033	6 $2,276			6 $2,276	2 $1,027			2 $1,027
Paraguay					11 $3,660			11 $3,660	83 $29,032			83 $29,032
Peru	364 $143,071	43 $74,320	5 $22,538	412 $239,919	769 $329,568	327 $398,147	20 $88,003	1,116 $815,718	797 $328,323	612 $776,747	49 $139,622	1,458 1,244,692
Uruguay	574 $165,261	4 $4,711	2 $5,275	580 $175,247	1,208 $323,323	24 $35,958	15 $41,052	1,247 $400,333	1,276 $338,980	56 $77,707	30 $83,709	1,362 $500,396
Venezuela	151 $56,403	6 $16,302	10 $47,726	167 $120,431	354 $171,734	66 $103,062	19 $83,964	439 $358,760	579 $285,029	212 $306,369	24 $108,148	815 $699,544
Aden					2 $1,400	1 $3,000		3 $4,400	4 $1,903	1 $1,977		5 $3,880
British India	72 $61,733	97 $106,233	20 $28,778	189 $196,744	222 $169,101	99 $119,380	2 $4,000	323 $292,481	764 $584,102	325 $278,255	23 $31,557	1,112 $893,914
Ceylon	23 $26,060	39 $55,635	1 $1,182	63 $82,877	108 $98,490	144 $202,916	4 $5,014	256 $306,420	215 $187,392	226 $299,011	36 $60,385	477 $546,788
Straits Settlements		4 $8,653	1 $2,665	5 $11,318	3 $1,606	2 $3,710	$2,665	6 $7,980	34 $19,039	31 $46,712	23 $57,414	88 $123,165
Other British East Indies												
China	172 $63,394	12 $12,877	4 $27,950	188 $103,921	236 $94,708	34 $44,685		270 $139,393	381 $207,266	174 $181,828	8 $17,304	563 $406,398
Chosen					15 $4,840			15 $4,840				
Java & Madura		5 $5,664	1 $3,000	6 $8,664	2 $972	16 $17,072	2 $2,200	20 $20,244	23 $14,483	60 $67,085	4 $8,676	87 $90,244
Other Dutch East Indies		5 $4,592		5 $4,592	2 $2,532	13 $13,806		15 $16,338	10 $7,374	48 $50,604		58 $57,978
French Indo China	9 $3,759			9 $3,759	5 $1,780			5 $1,780	30 $10,853			30 $10,853
Greece												
Hejaz, Arabia & Iraq												
Hongkong	53 $24,816	9 $13,153	1 $10,000	63 $47,969	92 $42,699	7 $11,496	2 $4,320	101 $58,515	2 $328 87	1 $3,100 7	2	3 $3,428 96
Japan	4,134 $1,503,423	641 $727,898	336 $866,249	5,111 $3,097,570	2,762 $1,118,742	164 $281,453	127 $369,049	3,053 $1,769,244	$34,338 39	$9,458 17	$15,300 11	$59,096 67
Kwantung	32 $11,800	6 $2,184		38 $13,984	35 $16,722	2 $2,935		37 $19,657	$15,957 95	$37,127 10	$40,343	$93,427 105
Palestine & Syria	16 $5,696	2 $2,156		18 $7,852	27 $11,822			27 $11,822	$29,753 40	$11,731 10		$41,484 50
Persia	1 $362			1 $362					$29,526 1	$15,530	10	$45,056 11
Philippine Islands	325 $137,369	20 $28,967	1 $2,000	346 $168,336	644 $261,239	68 $91,980	3 $14,368	717 $367,587	$871 930 $393,541	165 $216,546	$27,825 22 $43,373	$28,696 1,117 $653,460
Siam										2		2
Turkey					10			10		$2,090		$2,090
Australia	892 $744,560	927 $1,224,545	227 $442,730	2,046 $2,411,835	2,960 1,121 $777,473	1,132 $1,605,688	705 $1,405,576	$2 960 2,958 $3,788,737	5,786 $3,009,918	1,391 $1,750,549	3 $10,800 372 $1,193,074	3 $10,800 7,549 $5,953,541
New Zealand	148 $164,285	233 $342,528	65 $162,547	446 $669,360	199 $202,190	271 $419,760	105 $269,484	575 $891,434	607 $405,713	683 $880,008	95 $211,976	1,385 $1,497,697
Other British Oceania	3 $2,327			3 $2,327	8 $5,352	3 $4,598		11 $9,950	10 $4,825	4 $5,977		14 $10,802
French Oceania	4 $801	1 $2,350	2 $6,000	7 $9,151	7 $3,836	1 $3,500	1 $1,000	9 $8,336	5 $2,113		1 $3,900	6 $6,013
Other Oceania					3 $1,270			3 $1,270	2 $760	1 $1,085		3 $1,845
Belgian Kongo	83 $29,592			83 $29,592	63 $21,880			63 $21,880	377 $130,500	1 $1,091		378 $131,591
British West Africa	267 $229,690	92 $96,913		359 $326,603	222 $204,019	354 $382,741		576 $586,760	369 $356,874	775 $820,620		1,144 $1,177,494
British South Africa	68 $59,636	33 $43,345	2 $5,980	103 $108,961	131 $100,833	89 $119,258	6 $21,244	226 $241,335	257 $205,228	250 $323,892	18 $39,345	525 $568,465
British East Africa	3 $1,852	1 $2,000		4 $3,852	29 $15,872	2 $3,954	2 $10,000	33 $29,826	386 $209,994	44 $56,218	2 $6,127	432 $272,339
Canary Islands	35 $16,822	4 $4,711	7 $11,367	46 $32,900	15 $8,676	15 $15,683		30 $24,359	25 $11,274	7 $9,012	1 $1,946	33 $22,232
Egypt	2 $924			2 $924	15 $7,626	1 $1,632		16 $9,258	22 $10,521	10 $12,437	2 $15,000	34 $37,958
Algeria and Tunis	5 $1,904			5 $1,904	7 $2,856			7 $2,856	7 $2,828			7 $2,828
Other French Africa	30 $10,638	1 $1,027		31 $11,665	163 $54,072	14 $16,086		177 $70,158	567 $225,822	60 $56,428		627 $282,250
Italian Africa										8		8
Liberia	1 $450			1 $450	4 $1,594			4 $1,594	9 $3,955	$7,873 6 $2,854		$7,873 15 $6,809
Morocco	18 $7,344			18 $7,344	40 $16,296	2 $2,084		42 $18,380	146 $59,046	10 $11,573	1 $2,376	157 $72,995
Portuguese East Africa	6 $3,229	23 $30,400		29 $33,629	19 $11,265	1 $3,000		20 $14,265	43 $13,759	17 $12,889		60 $26,648
Other Portuguese Africa	38 $14,320	7 $2,100		45 $16,420	197 $77,136	8 $7,192		205 $84,328	33 $11,724	22 $19,283		55 $31,007
Spanish Africa		1 $1,034		1 $1,034	6 $2,400			6 $2,400	30 $13,756			30 $13,756
Totals	19,561 $7,325,177	4,206 $5,233,203	1,092 $2,758,756	24,859 $15,317,136	20,652 $8,408,313	5,209 $7,082,018	1,491 $3,709,013	27,352 $19,199,344	46,514 $19,443,091	10,423 $13,013,936	1,699 $5,249,016	58,636 $37,706,043

American Exports of Automotive Parts, 1913-1925 (Exclusive of Engines and Tires)

	1913-1914	1914-1915	1915-1916	1916-1917	1917-1918	July-December 1918	1919	1920	1921	1922	1923	1924	1925
Europe:													
Austria (Prior to 1920 A.Hungary)	$5,198	$1,045	.....	.....	.....	.....	$825	$363	$2,931	$1,538	$3,441	$3,353	$17,331
Azores and Madeira Islands	1,384	1,800	$1,532	$1,270	$198	$1,600	1,909	4,555	4,173	4,039	3,091	3,651	11,648
Belgium	20,978	446	.....	.....	906	.....	141,974	334,422	145,056	404,518	1,497,325	7,547,100	2,758,688
Bulgaria	390	.....	.....	.....	.....	.....	307	1,399	901	1,328	418	2,928	11,190
Czechoslovakia	.....	.....	.....	.....	.....	.....	.....	.....	182	5,620	2,372	11,766	22,017
Denmark	8,664	13,710	31,886	53,917	6,048	5,296	472,376	3,111,296	1,842,018	2,022,712	3,413,222	7,956,309	4,242,706
Esthenia	.....	.....	.....	.....	.....	.....	.....	.....	.....	589	2,790	2,377	1,632
Finland	2,931	1,178	5,627	55	.....	.....	12,137	24,787	22,154	4,206	12,671	24,914	92,313
France	179,351	480,764	2,216,823	3,700,812	3,999,904	3,158,628	1,966,719	3,980,079	1,099,683	2,141,907	2,869,137	4,449,883	4,436,612
Germany	213,351	13,770	.....	.....	.....	.....	.....	4,972	20,917	15,784	11 310	148,146	714,361
Gibraltar	514	229	617	525	61	.....	834	6,033	7,559	4,237	3,899	3,008	5,503
Greece	807	2,010	24,724	12,604	4,675	13,415	102,715	114,275	80,340	46,565	38,786	81,674	142,574
Hungary	.....	.....	.....	.....	.....	.....	.....	.....	300	467	468	1,888	13,407
Iceland and Faroe Islands	180	880	456	2,608	2,757	3,385	13,661	11,903	15,085	4,019	2,047	5,112	9,669
Italy	50,580	65,521	115,260	180,977	99,947	26,195	100,078	372,288	143,161	76,640	387,556	730,983	1,029,846
Latvia	.....	.....	.....	.....	.....	.....	.....	.....	330	4,486	3,213	2,763	3,045
Lithuania	.....	.....	.....	.....	.....	.....	.....	.....	.....	276	29	1,199	1,174
Malta, Gozo & Cyprus Islands	.....	.....	.....	54	.....	.....	136	6,822	9,718	9,528	5 341	9,516	9,571
Netherlands	7,634	3,055	41,525	96,200	3,625	.....	286,540	457,966	203,377	95,975	212,564	838,921	802,149
Norway	1,893	15,607	59,769	109,542	18,855	65,253	385,508	515,795	200,547	111,129	215,990	152,679	187,639
Poland and Danzig	.....	.....	.....	.....	.....	.....	.....	28,359	50,524	1,736	74,313	74,496	62,422
Portugal	2,357	3,239	45,356	66,929	20,274	11,770	58,031	176,367	36,189	30,225	37,996	46,752	84,744
Rumania	887	.....	391	.....	.....	.....	85,087	44,061	42,774	17,437	20,018	30,462	64,816
Russia	14,079	123,667	2,498,879	1,624,431	328,633	177	510	13,733	2,690	28,518	23,639	54,310	213,136
Spain	6,266	7,347	32,743	95,720	154,850	52,848	227,977	3,238,719	799,893	1,337,251	2,726,743	1,805.290	1,495,837
Sweden	6,140	4,211	37,917	26,891	4,032	.....	64,535	472,007	218,718	205,018	379,904	508,568	722,424
Switzerland	1,069	400	1,150	565	54	.....	28,177	119,692	53,074	26,288	33,415	60,977	82,374
Turkey	.....	267	.....	.....	.....	.....	83,178	103,977	39,741	30,929	9,253	16,903	40,570
Ukraine										4,175	6,241	2,052	.....
United Kingdom	1,305,657	3,312,376	7,254,889	6,143,357	6,330,069	3,483,285	6,422,898	22,569,843	7,432,193	3,637,101	4,341,594	4,326,764	5,344,252
Irish Free State	250	208	7,181	1,264	.....	.....	16,481	62,356	53,423	89,677	575,145	537,095	270,580
Yugoslavia, Albania & Fiume	.....	.....	4,932	.....	.....	.....	350	808	10,184	13,024	8,034	5,085	15,912
North and South America:													
British Honduras	163	684	548	1,379	2,638	1,839	6,183	10,090	3,723	3,541	3,170	3,909	5,682
Canada	3,663,879	2,741,178	7,492,639	9,148,110	12,054,824	5,677,029	16,865,619	22,814,873	12,241,809	17,045,083	18,635,289	15,999,001	28,206,429
Costa Rica	6,208	5,041	10,162	7,498	23,613	1,924	8,217	20,024	12,303	14,264	13,568	26,582	28,198
Guatemala	1,613	732	2,367	9,852	9,111	2,882	20,078	47,260	39,161	21,956	19,850	33,812	75,772
Honduras	1,053	6,870	15,649	12,639	11,952	4,297	19,884	48,566	34,560	28,368	27,377	27,671	36,146
Nicaragua	47	609	666	964	2,264	4,894	26,930	56,222	10,203	2,324	4,563	13,645	16,907
Panama	16,988	25,861	34,180	56,657	72,180	26,403	88,546	116,272	123,292	69,781	120,629	127,892	143,547
Salvador	2,481	2,371	3,717	11,314	10,179	4,206	43,915	59,020	18,394	18,163	29,091	38,254	66,169
Mexico	41,508	30,819	42,258	125,823	431,440	260,492	704,873	1,074,909	1,528,729	902,812	938,287	1,007,132	1,565,032
Miquelon, Langley & St. Pierre Is	300	.....	25	5	65	29	279	69	12	48	10	167	166
Newfoundland and Labrador	3,901	3,632	8,672	9,972	4,129	5,245	26,196	28,582	19,018	19,057	24,320	18,847	23,630
Barbados	4,177	4,216	6,383	14,452	15,089	7,192	25,902	38,110	31,343	20,134	19,236	29,218	32,113
Jamaica	24,693	32,337	53,867	54,854	65,429	22,071	92,521	196,662	151,667	92,912	135,090	120,557	182,932
Trinidad and Tobago	13,003	12,865	21,826	44,060	55,794	24,355	104,251	175,810	116,594	64,289	63,640	61,663	71,983
Other British West Indies	2,538	3,707	9,303	12,868	21,446	7,706	38,299	40,649	32,036	30,887	36,762	37 712	55,800
Cuba	48,217	101,429	411,731	906,710	1,028,276	566,079	1,582,241	2,288,292	1,527,363	724,137	1,030,722	1,248,713	1,204,080
Dominican Republic	3,439	3,633	12,389	35,301	39,816	44,189	88,744	218,212	124,582	113,699	112,099	141,264	180,435
Dutch West Indies	2,754	4,598	3,288	6,052	4,707	1,490	5,435	8,913	16,188	14,046	12,450	15,468	23,069
French West Indies	8,099	7,423	9,546	24,672	53,518	17,495	83,474	68,754	37,812	20,355	16,179	14,480	19,717
Haiti	1,095	185	3,285	3,962	24,385	7,949	49,922	68,92	39,492	40,049	64,201	66,340	79,848
Virgin Islands of U. S.	1,206	865	975	1,876	2,844	2,283	12,077	31,109	27,867	8,123	8,723	9,243	10,025
Argentina	92,633	49,990	222,637	1,458,111	3,088,534	706,571	3,753,370	7,265,651	3,658,276	3,357,170	6,198,477	7,561,022	5,986,514
Bolivia	1,209	2,880	3,453	11,864	14,533	4,891	18,519	19,076	13,029	11,502	11,537	24,003	44,259
Brazil	84,602	28,633	59,935	134,326	223,414	103,834	806,556	3,144,122	522,825	996,003	2,620,599	5,501,489	5,076,652
Chile	22,405	14,721	72,939	248,043	806,015	359,668	586,031	426,563	168,605	119,791	261,889	358,904	900,915
Colombia	19,970	9,695	18,967	27,777	40,717	8,54-	77,159	216,841	121,611	93,637	151,872	259,607	426,620
Ecuador	6,324	4,458	8,014	12,648	12,964	4,251	21,949	50,384	36,582	18,002	16,223	34,774	42,811
British Guiana	4,583	5,116	6,809	23,597	35,081	23,882	40,460	50,483	34,015	15,799	19,284	24,742	21,772
Dutch Guiana	911	1,702	2,052	3,212	3,282	1,872	5,511	15,503	9,575	8,330	2,162	2,891	4,145
French Guiana	.....	165	328	11	2,337	17	307	191	248	715	2,868	2,518	2,540
Paraguay	.....	1,030	848	228	698	21	1,978	8,694	9,369	176	4,701	5,554	8,669
Peru	5,982	4,727	5,458	27,332	88,098	61,925	173,348	474,832	227,387	102,970	218,140	416,703	624,466
Uruguay	21,401	14,359	27,086	125,913	183,005	47,408	372,223	609,409	202,050	163,136	277,041	321,328	547,709
Venezuela	36,286	28,750	40,783	87,768	57,873	28,842	110,496	212,835	154,536	83,744	115,802	168,439	349,334
Asia:													
Aden	1,676	361	198	4,541	263	6	7,578	12,344	8,025	2,842	5,080	4,144	3,325
Armenia	.....	.....	.....	.....	.....	.....	.....	.....	.....	826	.....	482	.....
British India	47,923	44,735	129,562	345,855	294,909	99,81	493,188	1,411,866	549,954	314,839	329,836	410,713	693,357
Ceylon	.....	.....	.....	.....	.....	.....	.....	.....	.....	17,158	26,997	56,944	110,249
Straits Settlements	25,100	20,388	39,025	70,043	69,968	66,920	151,991	583,215	160,762	66,328	253,083	242,465	507,124
Other British East Indies	4,099	4,062	8,540	27,710	23,273	4,100	13,319	95,321	24,740	773	970	1,526	1,930
China	5,825	5,265	21,661	54,753	60,134	39,714	175,579	302,758	154,017	96,934	96,084	144,975	312,657
Chosen	2,791	282	10,377	2,125	2,812	9,506	39,603	2,934	17,157	4,835	46,689	53,515	8,598
Java & Madura	.....	.....	.....	.....	.....	.....	.....	.....	.....	157,442	200,150	230,118	301,669
Other Dutch East Indies	15,368	15,232	34,638	193,225	192,430	338,429	488,705	1,041,283	696,269	22,914	35,637	50,896	91,979
Far Eastern Republic	.....	.....	.....	.....	.....	.....	.....	.....	300	862	121	127	.....
French Indo China	.....	274	.....	.....	1,998	2,367	9,356	42,210	35,329	8,555	6,317	7,022	8,607
Greece in Asia	.....	.....	.....	.....	.....	.....	.....	.....	1,154	2,650	.....	.....	.....
Hejaz, Arabia & Iraq	.....	.....	.....	.....	.....	.....	.....	.....	13,904	25,580	20,575	18,396	26,097
Hongkong	626	1,088	2,180	2,885	7,702	9,764	27,277	44,338	21,106	28,090	36,943	42,658	68,915
Japan	35,637	26,028	30,446	116,130	319,038	235,317	719,460	624,805	551,981	456,386	1,257,388	1,149,024	1,840,389
Kwantung	.....	.....	46	1,747	672	558	63,831	1,337	5,705	8,011	28,810	15,857	10,822
Palestine and Syria	.....	.....	.....	.....	.....	.....	.....	.....	47,941	119,310	95,716	103,316	120,972
Persia	.....	174	.....	.....	1,090	3,080	270	8,415	19,143	9,769	1,225	2,391	5,265
Philippine Islands	69,933	40,228	63,756	116,670	178,036	198,489	600,646	859,396	365,989	209,646	209,643	369,249	538,159
Russia	.....	107,351	226,255	146,083	25,512	.....	194,613	18,265	4,233	.....	477	504	704
Siam	4,905	2,451	34,412	9,734	7,639	3,708	9,479	13,909	19,662	7,012	5,824	7,225	12,350
Turkey	67	214	.....	.....	.....	3,764	5,552	63,225	85,153	121	4,229	3,392	7,871
Other Asia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	101	1,583	.....
Oceania:													
Australia	202,363	199,154	389,690	753,309	1,052,986	963,753	1,462,330	1,725,740	1,033,010	1,044,539	2,276,490	2,764,924	3,497,407
New Zealand	53,644	48,111	176,618	285,654	309,658	243,468	529,000	1,179,087	452,840	330,045	594,457	831,345	1,024,530
Other British Oceania	1,060	665	1,991	4,751	4,674	2,713	8,330	10,461	7,796	4,524	6,760	8,175	11,843
French Oceania	7,560	5,730	5,640	4,383	6,272	2,435	9,906	8,128	10,423	6,935	7,493	13,674	13,694
Other Oceania	396	.....	66	936	7,138	2,107	7,961	9,037	12,092	6,999	6,904	5,764	13,975
Africa:													
Abyssinia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	120	98	.....
Belgian Congo	.....	.....	34	.....	.....	.....	7,893	1,896	13,651	59,060	10,164	9,479	43,754
British Africa West	5,743	6,537	20,311	64,938	49,077	29,807	141,902	348,473	148,219	114,705	146,203	130,286	207,741
British Africa South	157,246	100,240	286,401	422,200	811,323	195,714	878,723	1,624,438	425,935	336,720	874,322	936,577	1,277,796
British Africa East	3,203	3,929	11,371	9,599	23,290	4,570	35,158	52,461	37,266	25,108	38,021	87,070	154,197
Canary Islands	1,505	1,939	2,111	3,261	1,300	645	1,018	23,538	38,487	58,377	33,190	49,351	69,660
Egypt	130	1,494	4,751	2,623	716	.....	27,886	104,582	129,367	63,613	70,038	75,070	119,366
Algeria & Tunis	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,910	1,561	10,316	8,473
Other French Africa	200	2,660	2,458	2,316	7,163	18,146	64,201	117,272	63,141	21,061	35,123	43,486	60,856
Kamerun	999	522	21,098	.....	.....	.....	1,820	10,174	6,998	.....	.....	.....	.....
Italian Africa	.....	.....	.....	.....	.....	.....	.....	.....	422	.....	1,962	210	1,342
Liberia	.....	13	.....	33	106	.....	66	100	.....	77	159	362	9,420
Madagascar	.....	.....	.....	4	175	40	.....	686	1,135	.....	.....	509	148
Morocco	166	3,386	9,928	2,431	7,347	1,350	48,455	39,104	52,574	28,803	46,834	30,284	68,486
Portuguese East Africa	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,418	10,630	26,435	47,339
Other Portuguese Africa	1,585	3,431	7,064	5,339	1,160	703	2,529	44,085	10,423	20,976	18,034	24,820	20,324
Spanish Africa	.....	103	.....	.....	.....	.....	.....	351	335	5,038	4,633	26,980	17,226
Total	$6,623,978	$7,853,058	$22,535,870	$27,420,849	$32,932,999	$17,344,624	$42,562,061	$86,198,013	$39,058,729	$38,297,736	$54,682,303	$71,161.226	$80,307,713

American Tire Exports from 1923 to 1925

Countries	1923				1924				1925			
	Casings	Inner Tubes	Solid	Total	Casings	Inner Tubes	Solid	Total	Casings	Inner Tubes	Solid	Total
Europe:												
Austria	$20,618	$2,348	$480	$23,446	$12,216	$1,611	.....	$13,827	$29,816	$4,232	$13,911	$47,959
Azores and Madeira Islands	3,154	509	.....	3,663	3,740	440	.....	4,180	3,400	223	.....	3,623
Belgium	104,382	8,789	210	113,381	218,945	20,563	$703	240,211	451,893	61,061	2,214	515,168
Bulgaria	1,110	253	129	1,492	2,007	421	.....	2,428	4,084	1,156	.....	5,240
Czechoslovakia	7,391	515	265	8,171	5,666	297	1,091	7,054	135,624	19,448	46,991	202,063
Denmark	569,318	61,695	16,145	647,158	601,378	64,861	33,451	699,690	864,555	131,146	31,688	1,027,389
Esthonia	11,725	1,935	.....	13,660	4,604	267	.....	4,871	4,071	608	.....	4,679
Finland	56,529	7,714	1,108	65,351	102,133	17,031	954	120,118	152,748	21,885	.....	174,633
France	81,964	5,206	2,965	90,135	170,695	16,979	2,440	190,114	464,690	62,582	2,849	530,121
Germany	52,551	5,362	659	58,572	28,977	4,039	3,436	36,452	304,648	43,238	806	348,692
Gibraltar	238	.....	68	306	.....	.....	.....	.....	.....	.....	.....	.....
Greece	91,758	12,611	22,949	127,318	54,712	9,319	45,894	109,925	178,010	42,762	63,614	284,386
Hungary	5,640	584	.....	6,224	5,827	1,135	.....	6,962	6,855	1,585	56	8,496
Iceland and Faroe Islands	8,332	1,657	165	10,154	9,847	1,630	.....	11,477	16,184	2,604	.....	18,788
Italy	163,307	15,602	.....	178,909	100,146	10,708	1,409	112,263	68,391	19,553	5,848	93,792
Latvia	4,036	3,087	9,907	17,030	9,305	2,304	.....	11,609	24,860	4,174	346	29,380
Lithuania	4,561	747	.....	5,308	2,745	683	.....	3,428	2,679	481	.....	3,160
Malta, Gozo and Cyprus Islands	5,605	526	288	6,419	8,098	668	.....	8,766	4,936	189	.....	5,125
Netherlands	184,864	19,740	5,301	209,905	237,740	36,053	11,650	285,443	487,266	51,329	5,825	544,420
Norway	350,518	40,040	44,197	434,785	241,745	29,532	35,254	306,531	351,353	35,895	41,621	428,869
Poland and Danzig	6,633	1,224	62	7,919	17,924	2,964	.....	20,888	62,202	13,259	1,899	77,360
Portugal	29,840	2,227	.....	32,067	50,441	29,261	1,218	80,920	71,475	18,123	4,720	94,318
Rumania	20,145	3,075	4,268	27,488	8,119	1,337	784	10,240	24,587	7,121	590	32,298
Russia	3,621	3,089	13,494	20,204	15,674	2,291	.....	17,965	42,681	11,616	16,728	71,025
Spain	287,056	26,660	97,949	411,665	182,928	23,539	73,937	280,404	414,118	56,839	102,181	573,138
Sweden	617,106	57,031	24,441	698,578	712,078	77,560	28,353	817,991	960,983	96,076	41,155	1,098,214
Switzerland	64,793	6,250	.....	71,043	103,054	12,699	451	116,204	150,191	20,170	1,891	172,252
Turkey	7,012	356	415	7,783	30	81	.....	111	2,588	1,058	31	3,677
Ukraine	734	567	.....	1,301	3,124	94	.....	3,218	.....	.....	.....	.....
United Kingdom	2,836,598	282,604	646,640	3,765,842	1,954,305	175,812	840,571	2,970,688	2,195,481	208,437	566,762	2,970,680
Irish Free State	53,474	7,802	.....	61,276	14,477	2,469	1,313	18,259	24,325	3,739	.....	28,064
Yugoslavia, Albania and Fiume	20,666	4,038	456	25,160	3,338	641	120	4,099	25,273	10,217	4,736	40,226
North and South America:												
British Honduras	2,270	497	30	2,797	1,988	365	.....	2,353	2,404	731	55	3,190
Canada	733,014	54,035	89,922	876,971	555,692	73,436	106,059	735,187	344,982	52,438	41,755	439,175
Miquelon, Langley, etc.	23	.....	172	195	47	.....	.....	47	.....	.....	.....	.....
Newfoundland and Labrador	21,711	3,297	189	25,197	19,422	3,094	698	23,214	24,175	4,068	1,244	29,517
Costa Rica	15,898	2,063	1,512	19,473	20,963	2,361	1,946	25,270	30,326	3,516	920	34,762
Guatemala	20,096	2,278	466	22,840	24,676	4,016	524	29,216	56,295	9,159	482	65,936
Honduras	20,779	2,222	8,645	31,646	23,828	3,066	12,368	39,262	25,000	4,098	14,436	43,534
Nicaragua	7,634	989	803	9,426	7,644	2,319	1,012	10,975	14,549	2,943	534	18,026
Panama	112,055	13,151	11,177	136,383	136,817	17,648	11,064	165,529	201,346	31,142	18,190	250,678
Salvador	37,405	5,982	4,776	48,163	44,808	8,997	4,848	58,653	62,880	11,807	9,816	84,503
Mexico	780,020	113,883	43,556	937,459	989,103	166,914	65,202	1,221,219	1,058,361	177,096	62,508	1,297,965
Barbados	8,783	1,301	1,293	11,377	6,230	850	837	7,917	6,427	973	2,059	9,459
Jamaica	81,284	12,170	13,664	107,118	45,424	6,564	14,506	66,494	22,779	2,365	13,661	43,805
Trinidad and Tobago	42,413	6,945	3,656	53,014	27,699	2,345	4,459	34,503	20,963	2,417	2,963	26,343
Other British West Indies	17,963	3,436	236	21,635	17,330	3,884	2,970	24,184	22,882	5,121	557	28,560
Cuba	815,694	117,819	211,380	1,144,893	969,485	246,406	242,591	1,458,482	960,906	210,537	345,382	1,516,825
Dominican Republic	109,847	22,441	17,425	149,713	152,952	27,590	27,013	207,555	157,957	29,538	31,809	219,304
Dutch West Indies	10,941	2,761	60	13,762	24,329	5,733	799	30,861	36,419	7,730	249	44,398
French West Indies	15,053	561	1,004	16,618	7,650	355	242	8,247	18,666	1,894	2,324	22,884
Haiti	36,855	7,939	1,523	46,317	35,197	6,901	.....	42,098	64,099	14,037	1,211	79,347
Virgin Islands of U. S.	4,388	931	281	5,600	5,694	1,158	160	7,012	4,578	1,427	626	6,631
Argentina	1,125,720	159,983	31,809	1,317,512	1,290,836	159,322	101,264	1,551,422	2,021,527	344,946	143,051	2,509,524
Bolivia	16,789	1,772	980	19,541	6,404	1,153	706	8,263	25,582	3,562	2,530	31,674
Brazil	301,511	36,695	17,697	355,903	328,863	47,462	23,869	400,194	922,534	124,323	76,525	1,123,382
Chile	183,438	22,568	8,837	214,843	180,584	16,177	11,871	208,632	370,618	29,187	29,813	429,618
Colombia	121,692	20,688	7,242	149,622	135,227	25,757	19,929	180,913	233,437	56,593	33,408	323,438
Ecuador	24,371	3,100	1,857	29,328	24,792	3,899	937	29,628	37,876	6,903	480	45,259
Falkand Island	.....	.....	.....	.....	.....	.....	.....	.....	205	48	.....	253
British Guiana	7,205	1,457	1,058	9,720	2,717	409	1,288	4,414	1,392	317	576	2,285
Dutch Guiana	3,380	498	94	3,972	2,148	533	.....	2,681	2,157	725	398	3,280
French Guiana	309	.....	.....	309	.....	.....	522	522	1,895	119	.....	2,014
Paraguay	660	.....	.....	660	3,931	353	.....	4,284	3,668	1,131	.....	4,799
Peru	188,609	24,238	13,886	226,733	345,877	47,055	25,338	418,270	301,408	47,413	18,398	367,219
Uruguay	207,222	20,241	13,028	240,491	233,400	19,814	5,508	258,782	397,686	38,936	20,490	457,112
Venezuela	138,582	27,635	4,013	170,230	202,765	43,062	2,164	247,991	362,139	73,995	3,582	439,716
Asia:												
Aden	10,641	1,152	.....	11,793	4,646	914	.....	5,560	12,222	1,754	501	14,477
Armenia	.....	.....	.....	.....	.....	45	.....	45	.....	.....	.....	.....
Ceylon	33,293	4,920	12,547	50,760	57,216	5,665	9,214	72,095	99,347	8,591	16,915	124,853
British India	163,109	21,821	57,738	242,668	198,157	21,518	40,094	259,769	377,728	52,078	86,780	516,586
Straits Settlements	117,038	8,702	23,688	149,428	130,762	14,943	19,917	165,622	221,832	10,528	33,036	265,396
Other British East Indies	.....	.....	.....	.....	.....	.....	.....	.....	76	.....	.....	76
China	83,556	8,857	11,383	103,796	83,808	8,272	4,340	96,420	192,159	31,824	14,738	238,721
Chosen	17,318	1,099	.....	18,417	7,880	1,008	200	9,088	2,381	692	.....	3,073
Java and Madura	169,944	15,353	65,798	251,095	217,349	22,942	60,077	300,368	335,187	27,383	108,897	471,267
Other Dutch East Indies	34,372	2,473	7,155	44,000	16,434	1,029	11,429	28,892	24,562	3,256	1,398	29,716
French Indo-China	5,326	501	90	5,917	1,283	297	.....	1,580	441	91	.....	532
Hejaz, Arabia and Iraq	24,452	2,981	204	27,637	4,553	580	.....	5,133	59,799	14,464	3,247	77,510
Hongkong	23,289	2,345	2,451	28,085	12,645	1,190	519	14,354	15,573	2,341	.....	17,914
Japan	568,083	40,533	150,226	758,842	733,538	103,075	167,910	1,004,523	823,846	119,830	143,026	1,086,702
Kwantung	5,612	770	.....	6,382	3,269	528	464	4,261	403	199	.....	602
Palestine and Syria	62,110	8,146	601	70,857	48,935	9,114	280	58,329	109,344	17,828	28	127,200
Persia	779	37	584	1,400	1,628	657	.....	2,285	857	507	.....	1,364
Philippine Islands	550,060	74,679	98,615	723,354	627,873	80,309	112,279	820,461	750,581	125,444	130,192	1,006,217
Russia	.....	572	.....	572	2,448	655	.....	3,103	.....	.....	.....	.....
Siam	4,576	108	101	4,785	5,232	653	1,456	7,341	1,848	339	.....	2,187
Turkey	908	157	172	1,237	677	121	.....	798	170	27	.....	197
Other Asia	.....	.....	.....	.....	.....	.....	.....	.....	216	70	.....	286
Oceania:												
Australia	841,797	65,024	303,539	1,150,357	969,325	93,883	243,382	1,306,590	1,252,544	145,317	483,447	1,881,308
New Zealand	955,591	84,728	187,846	1,228,165	634,002	65,678	188,143	887,823	813,502	79,968	234,428	1,127,898
Other British Oceania	3,830	389	34	4,253	1,744	179	394	2,317	1,744	280	130	2,154
Other Oceania	4,988	917	.....	5,905	4,253	643	324	5,220	16,567	2,485	4,045	23,097
French Oceania	5,214	1,036	1,996	8,246	3,272	437	3,037	6,746	3,750	975	2,346	7,071
Africa:												
Abyssinia	.....	.....	.....	.....	97	.....	.....	97	.....	.....	.....	.....
Algeria and Tunis	3,613	1,678	1,265	6,496	1,427	.....	.....	1,427	.....	.....	.....	.....
Belgian Kongo	1,131	167	.....	1,298	744	340	.....	1,084	1,159	138	.....	1,297
British West Africa	104,302	15,427	.....	119,729	29,687	4,672	52	34,411	30,963	2,930	53	33,946
British South Africa	437,502	75,605	18,800	531,907	346,723	64,583	18,894	430,200	322,518	36,853	30,536	389,907
British East Africa	51,097	7,190	574	58,861	59,945	7,096	1,794	68,835	72,477	11,398	602	84,477
Canary Islands	46,470	3,951	15,156	65,577	46,082	3,942	18,737	68,761	58,565	5,212	15,793	79,570
Egypt	56,095	8,169	2,566	66,830	26,635	4,265	11,064	41,964	60,273	10,308	26,595	97,176
French Africa	904	8	.....	912	667	12	.....	679	4,537	1,311	268	6,116
Italian Africa	1,153	.....	.....	1,153	.....	.....	.....	.....	1,754	452	.....	2,206
Liberia	.....	.....	.....	.....	290	322	.....	612	4,799	1,471	.....	6,270
Madagascar	102	14	.....	116	.....	.....	.....	.....	.....	.....	.....	.....
Morocco	3,890	949	3,336	8,175	4,737	557	1,356	6,650	6,015	999	116	7,130
Other Portuguese Africa	4,080	883	1,090	6,053	7,061	2,039	.....	9,100	8,393	2,010	.....	10,403
Portuguese East Africa	3,299	1,193	.....	4,492	6,186	2,548	97	8,831	8,392	1,340	20	9,752
Spanish Africa	4,518	376	3,908	8,802	898	126	1,633	2,657	10,324	2,009	666	12,999
Total	$15,292,965	$1,740,329	$2,376,235	$19,409,529	$15,062,708	$2,021,124	$2,690,819	$19,774,651	$21,054,933	$2,974,773	$3,179,597	$27,209,303

Canadian Parts Exports 1922-1925

Country	1922	1923	1924	1925
Aden	$4,921	$5,358	$76,71	$10,858
Argentina	80,603	162,813	422,264	1,195,247
Australia	597,213	798,172	703,465	729,705
Belgium	3,129	2,971	70,269	421,802
Brazil	12,468	143,706	309,41[illegible]	847,531
British Africa	194,768	486,662	1,496,590	573,991
British India	200,901	119,664	242,754	412,660
British Oceania, Other		1,763	3,601	3,015
Ceylon	14,640	43,490	34,311	52,789
Denmark	9,813	128,781	241,996	186,827
Dutch East Indies	80,509	67,125	113,299	213,366
Irish Free State			18,925	46,357
Japan	243	7,825	4,811	3,891
Netherlands	1,071	3,196	3,919	,904
Newfoundland	4,806	9,154	6,698	7,305
New Zealand	9,684	234,609	368,719	480,266
Oceania	4,453	1,436	6,936	8,880
Siam	9,903	9,421	20,241	61,066
Spain	6,984	121,110	87,657	5,534
Straits Settlements	45,941	147,309	169,096	249,452
United Kingdom	441,147	509,468	543,236	337,344
United States	80,592	471,644	88,111	485,002
Other Countries	41,309	54,662	28,064	38,936
Total	$1,926,098	$3,530,339	$4,992,049	$6,372,728

French Car and Truck Exports, 1923 to 1925

Countries	1923		1924		1925 (9 mos.)	
	Cars No.	Trucks No.	Cars No.	Trucks No.	Cars No.	Trucks No.
Algeria	3,564	202	4,899	420	3,638	312
Argentina	153	15	189	31	147	30
Belgium	5,105	448	9,164	633	5,129	201
Brazil	29	3	66	48	50	10
Canada	16		10	2	2	
Czechoslovakia	3	1	84	1	394	15
England	6,992	246	7,707	371	12,386	265
Fr. Indo China	913	47	1,225	56	902	91
Germany	1,679	162	4,391	290	2,272	344
Holland	162	13	1,019	32	1,029	38
Italy	134	4	427	24	1,495	80
Japan	320	2	317	7	251	4
Madagascar	53	6	81	9	144	38
Morocco	230	87	572	87	702	83
Norway	23	1	2		10	11
Saar Territory	1,240	265	1,398	383		
Senegal	73	15	131	58	125	150
Spain	2,946	443	5,301	487	5,831	367
Sweden	161	15	82	5	50	1
Switzerland	2,061	464	2,529	754	2,258	809
Tunis	236	41	176	53	245	31
United States	133	1	166	70	149	1
Other Countries	2,034	182	3,998	372	5,461	762
Total	28,260	2,663	43,934	4,193	42,670	3,643

Italian Car and Truck Exports

Year	Number	Year	Number
1913	6,575	1922	11,370
1914	3,291	1923	12,773
1915	2,485	1924	18,933
1919	2,547	1925 (8 mos)	18,477
1920	11,320		
1921	10,415	Total	98,186

Canadian Passenger Car Exports 1923-1925

Country	1923		1924		1925	
	No.	Value	No.	Value	No.	Value
Aden	33	$10,355	54	$18,087	45	$17,306
Argentina	1,869	1,429,630	1,919	1,390,435	3,499	1,975,970
Australia	18,112	7,036,671	10,265	3,280,351	8,644	2,609,499
Austria	3	3,099	2	1,406	2	900
Barbados			30	19,102	78	35,854
Belgian Congo			2	838	20	8,129
Belgium	269	207,904	209	133,626	156	179,500
Bolivia	23	24,771	19	22,120	190	135,713
Brazil	126	127,351	516	439,716	2,069	1,304,359
British Africa	6,146	2,659,231	3,618	1,800,584	6,226	2,437,432
British Guiana	82	53,970	116	59,519	191	76,183
British India	4,002	1,825,576	4,896	2,047,958	6,807	2,763,691
Br. East Indies, Other	2	688				
Br. West Indies, Other	173	116,034	26	15,477	69	33,740
Bulgaria			2	1,731	2	2,053
Canary Islands	9	6,553	24	16,913	63	30,384
Ceylon	492	224,010	410	193,526	642	277,858
Chile	92	120,299	39	35,637	169	153,233
China	186	142,728	75	45,854	429	339,851
Chosen			2	1,222		
Colombia	29	32,296	50	59,683	294	184,249
Costa Rica	8	6,983	20	20,405	51	34,757
Cuba	114	107,144	47	54,554	94	105,774
Czechoslovakia			57	21,726		
Denmark	38	32,828	185	72,464	370	194,459
Dutch Guiana	29	8,294	1	416	1	424
Dutch East Indies	1,772	726,062	1,572	552,284	5,333	1,950,475
Dutch West Indies	1	595	12	7,456	23	10,536
Ecuador			19	22,006	44	33,586
Egypt	35	20,992	149	81,036	252	131,104
Esthonia	6	6,979				
Finland	3	1,669	37	24,737	37	28,421
France			14	8,891	16	13,959
French Africa			10	3,879	8	2,414
French West Indies			4	3,857	12	4,980
French Oceania						
Germany	15	7,104	336	315,391	212	265,127
Gibraltar	2	3,094				
Greece	12	8,655	18	12,239	82	40,020
Guatemala	14	12,807	25	27,870	19	21,330
Haiti	1	610	17	8,866	58	31,836
Honduras			1	507	2	2,451
Hongkong	50	45,427	47	41,512	7	5,037
Hungary			19	17,976	5	4,679
Italy	2	2,188			2	848
Jamaica			68	40,152	172	92,069
Japan	260	166,714	382	195,009	557	340,392
Malta	21	11,179	19	8,849	45	19,059
Mexico	142	157,260	137	137,719	112	122,176
Morocco	4	2,500	4	2,052	39	17,336
Netherlands	386	286,620	114	101,010	25	26,942
Newfoundland	47	28,683	76	37,239	72	32,882
New Zealand	8,662	4,136,398	9,511	5,112,154	8,392	4,282,699
Nicaragua			3	646	6	7,525
Norway	52	52,646	57	50,613	53	28,603
Oceania	44	14,117	47	15,855	98	34,745
Panama			3	6,522	23	27,470
Persia			4	2,030		
Peru			200	52,195	85	74,894
Poland			73	67,474	25	25,480
Portugal	30	37,010	5	2,287	5	6,811
Portuguese Africa	47	20,218	130	60,593	181	77,292
Rumania			5	2,627	303	156,071
Russia	2	2,426			10	14,088
Salvador	29	26,266	41	31,731		
San Domingo	21	21,838	41	20,661	17	18,911
Siam	110	38,945	152	45,806	210	68,063
Spain	309	326,550	4	3,004	195	290,072
Straits Settlements	1,232	463,155	1,332	522,720	4,761	1,810,045
Sweden	695	524,901	296	288,450	316	171,747
Switzerland	34	23,619	117	110,952	41	32,171
Syria	6	4,786	29	22,212	67	51,533
Trinidad			13	10,630	266	112,069
Turkey	6	5,074	47	26,999	52	48,486
United Kingdom	11,080	7,576,662	5,701	3,890,195	3,060	2,981,401
United States	155	52,397	132	54,883	125	38,103
Uruguay	205	181,287	200	128,043	1,326	665,559
Venezuela	53	58,887	91	78,828	394	190,361
Yugoslavia			1	525	64	37,139
Other Countries	99	90,296	120	68,276	685	443,519
Total	57,481	$29,324,031	43,884	$22,080,799	58,005	$27,793,834

Canadian Truck Exports 1923-1925

Countries	1923		1924		1925	
	No.	Value	No.	Value	No.	Value
Aden	32	$17,681	20	$6,817	12	$3,864
Australia	7,213	2,479,201	5,837	1,973,905	4,874	1,663,984
Belgium	1	751				
British Africa	619	212,593	663	229,351	1,682	577,612
British India	704	235,142	1,586	579,170	2,033	706,634
Br. East Indies, Other	2	668				
Br. West Indies, Other					1	436
British Guiana			3	1,165	13	4,406
British Oceania	8	2,632	11	1,911	19	5,710
Ceylon	192	63,727	412	150,190	176	58,518
Chile	5	6,479			2	864
Cuba			3	6,800		
Dutch East Indies	30	9,835	326	107,931	1,226	416,754
Dutch West Indies	12	3,734			5	2,160
Fiji Islands			13	4,192	15	5,022
Finland					1	349
French Oceania	6	2,004	16	6,233		

Countries	1923		1924		1925	
	No.	Value	No.	Value	No.	Value
Jamaica			1	446	4	1,668
Japan	80	37,478	151	70,575		
Miquelon			3	1,948		
Newfoundland	7	2,663	1	2,050	9	2,710
New Zealand	1,189	409,804	1,881	664,471	1,749	615,422
Other Oceania			13	4,245	12	4,318
Portuguese Africa	4	1,304	12	3,917	32	10,748
Siam	119	39,522	223	73,650	428	144,717
Spain	5	1,760				
Straits Settlements	158	51,302	308	101,015	1,004	333,530
Trinidad			1	445	49	16,535
United Kingdom	2,024	908,167	1,263	415,621	2,006	349,551
United States	18	12,826	9	17,565	16	6,475
Uruguay					34	14,620
Other Countries	11	4,386	16	5,545	742	299,921
Total	12,439	$4,503,659	12,772	$4,429,161	16,144	$5,246,528

British Motor Vehicle Chassis Exports

Countries	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925*
Argentina								19		15	12	32	103
								£19,209		£10,907	£7,845	£9,773	£49,540
Australia	617	413	112	126	15	20	96	876	342	549	1,21	1,616	6,084
	£175,154	£122,591	£35,173	£42,016	£4,283	£3,374	£56,911	£515,418	£235,749	£273,394	£522,365	£630,292	£1,174,721
Belgium	37	81					83	43	25	4	33	15	5
	£13,520	£49,577					£59,160	£43,324	£35,809	£834	£21,166	£7,392	£2,839
Brazil							5	19	8		5	12	28
							£4,295	£14,784	£8,257		£4,486	£6,489	£15,604
British Africa							10	55			43	245	345
							£7,283	£44,594			£27,744	£70,495	£104,215
British East Indies	109	89	51	152	35	7							
	£45,405	£34,570	£16,568	£65,739	£18,448	£6,170							
British India							174	908	49	207	28	17	255
							£124,049	£748,814	£50,026	£146,064	£14,898	£6,158	£83,649
Canada	65	13					14	26	21	29	29	33	44
	£37,586	£7,987					£9,618	£25,244	£16,546	£16,497	£18,838	£18,132	£24,641
Ceylon							7	36	2	1	3	41	84
							£4,952	£26,143	£1,226	£485	£1,589	£13,013	£25,133
China							4	34		14	15	41	124
							£3,707	£26,328		£8,962	£10,685	£20,480	£54,844
Cuba								24					
								£26,871					
Denmark							43	25	2	2	6	9	6
							£35,031	£18,989	£385	£1,005	£1,693	£1,970	£829
France	134	164	36	139	190	26	31	91	72	21	48	57	51
	£98,351	£114,147	£18,040	£60,769	£95,712	£23,940	£14,618	£108,348	£90,691	£26,278	£49,351	£61,754	£46,516
Germany	26	26									2	12	52
	£10,767	£11,382									£344	£8,687	£16,069
Japan							4	21	67	9	22	56	34
							£1,864	£13,406	£39,974	£3,127	£16,831	£11,987	£3,624
Netherlands							58	60		8	22	9	21
							£44,696	£48,784		£5,531	£17,572	£5,774	£12,785
New Zealand				37	6	2	51	451	89	129	262	412	502
				£10,308	£3,638	£1,350	£43,157	£316,089	£74,477	£74,748	£123,635	£186,812	£182,662
Norway							13	11			1	18	29
							£7,440	£6,836			£1,615	£5,106	£6,644
Portugal							3	22		2	4	4	10
							£2,120	£16,842		£2,500	£4,007	£3,041	£2,838
Russia	8	383	48	48	391			15		3		6	52
	£3,752	£209,860	£20,654	£48,378	£243,844			£12,887		£1,897		£2,768	£55,346
Spain							7	53	27	8	14	2	37
							£3,937	£46,431	£40,656	£14,431	£13,563	£216	£5,601
Straits Settlements							3	94	54	14	30	74	189
							£2,737	£82,933	£24,282	£8,603	£16,044	£27,280	£75,280
Sweden							2	21		2			10
							£1,550	£16,319		£330			£2,934
Switzerland											11	6	6
											£10,552	£3,642	£4,962
United States	7	65	53	36	5		10	145	65	17	10	6	19
	£4,359	£51,410	£41,642	£30,076	£2,850		£8,742	£214,357	£104,891	£18,796	£11,405	£6,348	£22,037
Other Countries	252	212	184	28	16	11	60	97	208	94	206	183	368
	£76,389	£78,172	£55,104	£11,218	£4,712	£3,922	£35,718	£74,730	£204,842	£32,841	80,903	£68,388	£119,606
Total	1,234	1,436	483	566	658	65	678	3,124	1,009	1,128	2,022	2,904	8,458
	£465,283	£679,696	£187,181	£9 8,504	£373,487	£38,756	£471,585	£2,467,680	£927,811	£647,230	977,131	£1,175,997	£2,092,919

*Eleven months.

British Parts Exports

Countries	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925*
Argentina				£14,472	£26,195		£12,295	£13,153	£23,453	£16,965
Australia	£56,574	£43,262	£36,145	102,877	271,034	£112,183	66,946	105,745	180,218	217,656
Belgium				61,485	132,858	67,375	33,731	48,725	82,591	114,818
Brazil				7,556	14,576	37,760	4,337	4,599	7,202	31,897
British Africa	58,540	33,026	23,128	70,838	177,790	47,097	25,677	67,531	90,033	93,424
British East Indies	114,981	103,478	77,328					46	13,800	
British India				163,434	178,670	264,670	93,979	171,638	169,505	183,947
Canada				6,354	12,503	13,885	16,751	38,775	13,461	23,144
Ceylon				11,421	30,026	8,028	8,174	12,060	18,410	24,396
China							5,731	4,149	12,244	7,765
Czechoslovakia									7,964	11,045
Denmark				25,135	80,386	21,964	12,456	62,762	144,877	170,543
Egypt				20,415	45,247	12,222	5,662	6,260	5,164	8,681
France	271,953	287,9..76	164,478	507,516	450,780	95,096	91,823	96,112	197,883	206,900
Germany				26	4,118		12,573	6,334	24,540	59,185
Irish Free State									247,222	209,052
Italy	91,265	95,510	78,340	111,058	192,513		18,398	35,103	55,953	52,096
Japan				12,070	21,579	35,692	6,839	28,026	34,579	38,581
Netherlands				32,233	90,942		12,396	15,100	33,096	34,173
New Zealand	38,136	28,518	17,129	47,520	132,492	36,831	17,565	36,593	62,877	77,705
Norway				7,798	13,825		1,852	4,260	4,448	6,661
Portugal									4,355	3,878
Russia	32,764	177,519		1,392	4,862	1,111	12,787	5,414	12,790	27,750
Spain		25,198	9,287	25,962	50,540	56,010	16,944	18,091	33,143	27,951
Straits Settlements				15,265	53,706	25,547	7,635	19,833	18,520	37,717
Sweden				5,649	42,167		4,640	14,574	19,968	23,119
Switzerland				31,694	17,372		1,892	4,488	10,727	9,842
United States	20,448	10,922	4,422	5,330	26,009	35,569	9,032	5,789	8,062	5,978
Uruguay									32,585	13,445
Other Countries	157,875	99,876	65,928	102,998	275,924	390,312	103,511	223,819	79,982	110,086
Total	£842,536	£905,285	£476,185	£1,390,498	£2,346,114	£1,261,352	£603,626	£1,048,979	£1,649,652	£1,848,400

*Eleven months.

British Truck Exports

Country	1923		1924		1925*	
	No.	Value	No.	Value	No.	Value
Argentina	18	£11,146	14	£7,381	58	£63,473
Australia	83	70,233	122	70,017	72	39,497
Belgium	4	2,412	12	4,984	.....	.....
Brazil	1	900	2	1,119	4	1,171
British Africa	63	39,347	106	57,020	104	48,549
British India	181	150,577	437	260,603	494	267,457
Canada	2	1,650	16	30,310	1	235
Ceylon	17	3,678	17	6,919	26	8,993
China	7	4,102	24	34,272	24	9,852
Denmark	.....	.....	5	662	4	3,760
Egypt	11	2,820	7	3,945	20	10,668
France	10	3,490	11	858	.....	.....
Germany	.....	.....	18	7,857	47	16,038
Irish Free State	.....	.....	628	151,673	106	37,464
Japan	27	8,767	24	14,162	9	6,227
Netherlands	15	6,847	19	10,644	14	4,119
New Zealand	42	27,225	46	35,239	40	26,683
Norway	5	4,530	3	3,307	1	1,242
Portugal	4	2,586	2	1,566	7	2,219
Rumania	1	1,500	.....	.....	.....	.....
Russia	4	2,728	1	1,115	104	138,468
Spain	62	94,477	7	1,510	6	1,813
Straits Settlements	11	12,377	15	9,113	26	15,060
Sweden	17	12,492	.....	.....	3	1,550
Switzerland	.....	.....	1	295	1	146
United States	2	400	3	1,268	2	3,595
Other Countries	389	198,853	192	71,722	216	106,111
Total	976	£663,137	1,732	£787,561	1,389	£814,390

*Eleven Months.

British passenger car exports have increased both in number and volume for several years past. More complete cars were exported in eleven months of 1925 than in the whole year of 1924.

British truck exports increased in value last year over 1924 despite the fact that the total number shipped probably will be shown to have been less even when the twelve months total is available

Imports of Motor Cars Into U. S.

	No.	Value
1914	300	$ 620,493
1915	322	525,303
1916	1,474	801,911
1917	105	188,280
1918	105	75,136
1919	117	123,025
1920	926	1,026,518
1921	522	876,163
1922	483	802,888
1923	853	884,125
1924	604	841,524
1925	672	1,064,975
	6,483	$7,830,341

British Passenger Car Exports

Country	1923		1924		1925*	
	No.	Value	No.	Value	No.	Value
Argentina	12	£7,899	22	£12,146	37	£15,889
Australia	536	238,199	22,053	764,044	2,974	869,867
Austria	.....	.....	50	11,739	11	2,419
Belgium	16	6,310	98	33,087	24	6,253
Brazil	1	955	8	3,960	22	10,838
British Africa	246	71,773	817	178,502	1,700	336,349
British India	304	135,588	1,057	311,116	1,548	358,502
Canada	18	19,675	21	12,614	53	30,473
Ceylon	75	21,320	175	41,160	395	79,925
China	52	18,787	198	43,329	280	56,397
Denmark	44	19,477	31	12,335	61	15,997
Egypt	24	6,474	76	15,272	167	33,620
France	29	25,338	162	85,240	49	31,369
Germany	17	4,937	155	40,736	277	65,455
Irish Free State	.....	.....	3,137	570.077	2,526	489,614
Italy	.....	.....	10	4,181	3	2,442
Japan	58	20,622	213	51,665	87	15,801
Netherlands	72	29,038	98	35,559	229	59,892
New Zealand	368	125,469	1,176	318,398	2,341	575,253
Norway	5	2,041	6	2,489	22	4,722
Portugal	17	9,583	43	13,674	196	45,306
Rumania	2	2,105	.....	.....	3	588
Russia	10	10,682	2	2,315	10	9,924
Spain	62	42,608	51	32,149	132	48,853
Straits Settlements	119	38,124	393	93,649	1,186	237,124
Sweden	32	15,335	17	6,640	5	1,138
Switzerland	10	8,164	19	9,832	92	31,500
United States	17	20,091	24	22,268	42	42,049
Other Countries	1,102	307,189	699	169,191	1,352	270,967
Total	3,248	£1,207,783	10,953	£2,897,361	15,824	£3,748,526

*Eleven Months.

American Exports of Electric Cars and Trucks

Countries	1923		1924		1925	
	No.	Value	No.	Value	No.	Value
North and South America						
Canada	31	$50,769	29	$44,591	41	$59,041
Panama	15	19,974	29	43,321	.....	.....
Salvador	1	800	.....	.....	.....	.....
Mexico	37	27,582	40	36,009	38	45,908
Newfoundland and Labrador	1	2,732	2	4,780	1	200
Other British W. Indies	.....	.....	.....	.....	1	352
Cuba	2	2,056	2	6,132	5	12,758
Argentina	3	8,730	1	640	.....	.....
Brazil	2	7,255	1	1,359	.....	.....
Columbia	.....	.....	.....	.....	3	2,490
Guatemala	.....	.....	1	3,074	.....	.....
Venezuela	3	15,280	1	600	.....	.....
Asia						
British India	2	5,000	2	5,147	.....	.....
Japan	47	64,315	14	17,019	6	9,614
Philippine Is.	2	4,017	.....	.....	2	6,135
Europe						
Belgium	1	$1,414	.....	.....	1	$2,055
Germany	.....	.....	.....	.....	1	2,165
Netherlands	22	20,849	12	8,000	1	1,525
Rumania	.....	.....	1	250	.....	.....
Spain	1	2,100	2	1,340	.....	.....
Sweden	13	22,552	3	5,040	1	2,360
United Kingdom	9	13,637	1	2,506	15	20,299
Oceania						
Australia	3	7,920	.....	.....	4	13,203
New Zealand	1	2,215	.....	.....	.....	.....
Canary Islands	.....	.....	1	566	.....	.....
French Oceania	.....	.....	2	1,350	.....	.....
Africa						
British So. Africa	5	5,727	2	4,004	9	17,501
Other Portuguese Africa	1	1,183	.....	.....	.....	.....
Total	202	$286,107	146	$185,728	129	$195,606

U. S. Airplane Exports 1925

Countries	No.	Value
Argentina	25	$177,200
Australia	1	500
Belgium	1	7,000
Brazil	10	61,975
Canada	15	14,900
Columbia	2	33,879
Cuba	9	94,000
Honduras	1	1,000
Java & Madura	1	11,750
Mexico	3	5,000
Philippine Islands	5	83,958
Salvador	2	8,800
United Kingdom	5	11,320
Totals	80	$511,282

EDITORIAL

The 1926 Statistical Issue

RAPID expansion, not only in size, but also in diversity, of the automotive industry every year makes more difficult the compilation and, at the same time, more interesting the results of the annual Statistical Issue of *Automotive Industries.*

The vital bearing of retail financing on future car sales, the growth of the bus and bus body industry, the increasing interest in aviation and the constantly stronger emphasis on dealers and distribution all are reflected in the new data presented this year. An attempt to give greater detail and more practically useful combinations of figures has been made in addition to bringing up to date material concerning those factors which long have been of fundamental importance to executives and engineers in their daily work.

Our aim has been a reference handbook of automotive information which may be used as a working accessory throughout the year. The extent to which that objective has been achieved must rest with our readers. Should errors have crept into this mass of statistics despite the many careful checkings which they have been given, we will appreciate hearing of them.

Piston Pin Fastenings

A CERTAIN amount of trouble has been experienced from the fastenings of piston pins, whether in the piston bosses or in the connecting rod. Recently a number of designers have provided double safeguards against the drifting of pins and resulting scoring of the cylinder walls. They use snap rings which are inserted into grooves cut in the bore of the cylinder bosses just beyond the ends of the piston pin, and in addition keep the pin from rotating in the bosses by means of a set screw or pin screw. This should be effective, but it is, of course, somewhat complicated.

Fastening the piston pin in an aluminum piston by means of a set screw only is said to be somewhat hazardous, because the bosses of the aluminum piston, on account of the high heat conductivity of the metal, rise to a quite high temperature, and on account of the higher heat expansion of aluminum, the bores are expanded more than the pins and the latter have a tendency to come loose. Of course, in most of the newer engines the piston pins are clamped in the connecting rods and this difficulty does not arise.

Floating piston pins seem to be gaining in popularity. One advantage possessed by them is that they will turn in their bearings and therefore will wear evenly over their entire circumference, instead of only over short arcs at opposite ends of a diameter, as is the case when the pins are fixed. In this country we usually keep the floating pins from drifting by the use of snap rings. Abroad aluminum knobs or mushrooms, inserted into the ends of the hollow piston pin, are largely used instead, and are said to be giving excellent satisfaction.

Wage Incentive Spreading

THROUGHOUT the industry constant efforts are being made to put more and more workers on some sort of incentive wage basis. Group bonus plans have been applied in some places to tool room workers, maintenance men and even to sweepers and cleaners about the plant.

Properly worked out and applied to specific plant conditions, the desirability of applying some sort of incentive plan as widely as possible is entirely sound. But too great results in a brief period of time cannot be expected from its installation. It seems to have been almost the universal experience of factories which have installed such plans that the workmen in the beginning are a bit suspicious of the plan rather than enthusiastic about it.

When the plan has been working long enough for the workers to see a favorable effect on their pay envelope, they gradually begin to understand its possibilities and to make greater efforts to obtain the benefits which are possible under it. If the plan is such that it does not continue to give greater rewards for greater efforts even in the higher stages of output, of course, that fact too is reflected in the pay envelope and almost automatic limitation of production usually results.

A sound incentive system grows in value from the management's standpoint the longer it exists.

Statistics Increase Stability

SEVEN years ago the automotive executive who took any real interest in studying statistics and analyzing trends by means of charts and curves was the exception rather than the rule. But a lot of economic changes have come about in the industry in the last seven years, and many of those changes have made the profitable sale of automobiles a more strenuous task than it was previously. Specific knowledge about sales, engineering and marketing factors no longer is merely desirable—it is necessary.

Today most executives recognize this to be the case. Practically every factory has someone who is giving time to study of figures and trends. The result is a constantly growing stability of operation within the industry.

AUTOMOTIVE NEWS SECTION INDUSTRIES
Philadelphia, Pennsylvania Thursday, February 18, 1926

Decreased Raw Material Prices Serve to Encourage Car Industry

PHILADELPHIA, Feb. 18—The automobile industry was favored last week by the easing in steel prices, which, coupled with the earlier drop in tire prices, materially relieved the manufacturing cost problem. Another favorable development was with respect to National legislation, as it now appears certain that the tax on trucks will be entirely removed and the car tax reduced to 3 per cent at most, as against the current 5 per cent.

Higher list prices are no longer expected in trade circles, as a result of the lower costs and the reductions made by Ford on closed cars. Whether corresponding downward revisions will be made by other manufacturers of low-priced vehicles remains to be seen, but the sentiment is strong for standing pat on present lists, and placing selling emphasis on quality rather than price.

General Situation Unchanged

There has been little change in the general production and sales situation, although the heavy snows in the eastern states have naturally slowed up car sales to a certain extent. On the other hand, the settlement of the coal strike bears promise of a revival of sales in the anthracite regions, which have been virtually out of the market for a long time.

As to the immediate future, the outlook, as many manufacturers see it, is that the greatest increase in buying will come from the industrial centers. There is the possibility that the agricultural sections will come strong later, but forecasts of farm buying are inevitably guesswork to a large degree.

The current prosperity of the car makers is being shared by the parts and accessories producers, most of which are working at capacity. Foreign sales of all automotive products continue to better last year's level.

Borg & Beck Reports Net of $668,932 for 1925

CHICAGO, Feb. 18—The Borg & Beck Co., manufacturer of friction clutches for gasoline engines, reports for the year ended Dec. 31, 1925, net income of $668,932, equal to $5.35 a share on the 125,000 shares of capital stock outstanding, and comparing with $309,236 or $2.47 in 1924.

White With Bendix Brake

SOUTH BEND, Feb. 16—D. McCall White has been appointed works manager of the Bendix Brake Co., a subsidiary of the Bendix Corp. of Chicago. Mr. White began his engineering experience in Glasgow, Scotland, and came to this country in 1914. He was for a time with the Cadillac Motor Car Co.

Will Bring Peugeot Heavy-Oil Engines

Engineers to Show New Power Plant to Motor Industry of U. S.

PARIS, Feb. 10—Lucien Rosengart, vice-president of the Peugeot Automobile Co., and one of the most active figures in the French automotive industry, will sail for New York on the Paris, Mar. 31, accompanied by a staff of Peugeot engineers and commercial experts.

M. Rosengart, who up to two years ago had heavy financial interests in the Citroen company and was largely responsible for the business policy of that firm, is coming to the United States with the double object of demonstrating the practicability of a heavy-oil engine which Peugeot has been developing for the last six years for truck and passenger car service and of collecting data for a big motor-boat business on which his company is about to embark.

Say Difficulties Solved

A couple of 3-ton trucks, each fitted with a 2-cylinder 2-stroke heavy oil engine, weighing no more than a normal gasoline engine, will be brought on the Paris. It is claimed that all the technical difficulties in connection with this engine have been overcome and that it is now ready for commercial application. The Peugeot engineers state that they will demonstrate in various parts of the United States the ability of these trucks to function properly on any kind of heavy oil.

The other phase of this visit to America will be the collection of material on the use of motor boats and the motor boat industry. Peugeot has decided to make use of its automobile organization to develop a motor boat business and already is in production on three standardized types of motor boats, having lengths of 18, 25 and 31 feet, in which their standard car engines of 5, 10 and 15 nominal horsepower are fitted.

G.M. JANUARY SALES SHOW GREAT GAINS

NEW YORK, Feb. 16—General Motors Corp. sales by dealers to users and by manufacturing divisions to dealers in January more than doubled the first month in 1925.

Sales by dealers to users were 53,721 cars and trucks, compared with 25,593 in the previous January. Car and truck sales to dealers by the manufacturing divisions were 76,238 against 30,642.

Sales by dealers to users also exceeded February of 1925 and divisions' sales to dealers exceeded both February and March.

The following table includes passenger car and truck sales in the United States and Canada and overseas by Chevrolet, Oldsmobile, Oakland, Buick and Cadillac divisions:

Dealers Sales to Users

	1926	1925	1924
Jan.	53,721	25,593	33,574
Feb.		39,579	50,007
Mar.		70,594	57,205

Divisions Sales to Dealers

	1926	1925	1924
Jan.	76,238	30,642	61,398
Feb.		49,146	78,668
Mar.		75,527	75,484

Although France possesses 10,000 miles of navigable waterways, they carry practically no traffic.

Stewart-Warner's 1925 Net Profits, $7,544,089

CHICAGO, Feb. 16—In the balance sheet of the Stewart-Warner Speedometer Corp., as of Dec. 31, 1925, patents, trade marks and good will have been written down from $8,291,569 to $1.00. The president, C. B. Smith, points out that this does not mean any loss of good will or exhaustion of patent values.

"The company still has a tremendous investment in both patents and good will," he says.

The balance sheet shows current assets, $14,729,514; current liabilities, $2,772,070; and net working capital, $11,957,444, comparing with $7,240,170 on Dec. 31, 1924. Cash and marketable securities on hand are $3,845,671, compared with $2,225,870. Net profits increased from $3,501,107 to $7,544,089, and surplus, after writing off good will, decreased from $12,709,677 to $5,103,399. The 1925 earnings were equal to $12.57 a share on 599,990 no par shares outstanding.

Forecasts Reduction in Gasoline Losses

Huge Evaporation Waste to be Eliminated, American Institute Hears

NEW YORK, Feb. 17—Addressing the American Institute of Mining and Metallurgical Engineers, J. H. Wiggins of the Chicago Bridge & Iron Works said that evaporation losses in handling petroleum, amounting to 1,102,500,000 gallons of gasoline a year in the United States, in five years through better methods of handling and new devices for storing, will have been so reduced as to render the condition harmless.

Dr. Van H. Manning, former director of the United States Bureau of Mines, and director of technical research for the American Petroleum Institute, said the great need of the oil industry today is a comprehensive program of technical research in efficient production and treatment of petroleum.

Sees Production Drop

F. Julius Fohs predicted a decline of 33 per cent in petroleum production this year by 27 major pools of this country, which last year produced 400,000,000 barrels of oil or 52 per cent of the Nation's production.

The American Petroleum Institute estimates that the daily average gross crude oil production in the United States for the week ending February 13 was 1,902,500 barrels, comparing with 1,906,250 barrels for the preceding week. Imports of petroleum, crude and refined, at principal ports increased from 1,043,000 to 1,561,000 barrels. Stocks at refineries decreased 1,791,000 barrels in January from December.

Toledo Shows Continuing Increase in Employment

TOLEDO, Feb. 15—Employment in Toledo automotive plants is above the average mark for 1925 already and indications are that gains will continue until May.

Last week there was a net gain of 897 workers in 51 plants for a total of 26,215 workers as compared with 22,816 at the same time last year. Large gains have been shown each week since the beginning of the year. Increases are well spread out among several of the subsidiary automotive plants.

Many Car Manufacturers Visiting Pacific Coast

LOS ANGELES, Feb. 15—This city is playing host this month to more prominent men of the Nation's automotive industry than were ever on the Pacific Coast before at one time.

Walter P. Chrysler, president, and J. E. Fields, vice-president of the Chrysler Corp., were the first to arrive. Others who followed included Charles W. Nash, president of the Nash Motors Co.; Lawrence P. Fisher, president of the Cadillac Motor Car Co.; M. E. Forbes, president of the Pierce-Arrow Motor Car Co.; A. R. Glancy, president of the Oakland Motor Car Co.; E. T. Strong, sales manager of the Buick Motor Co.; Lynn McNaughton, vice-president and sales manager of the Cadillac Motor Car Co.; R. H. Grant, vice-president and sales manager, and R. K. White, sales promotion manager of the Chevrolet Motor Co.; Gilbert W. Lee, treasurer of the Paige-Detroit Motor Car Co.; H. T. De Hart, advertising manager, and George L. Brown, auditor of the Reo Motor Car Co.; A. Barit, secretary of the Hudson Motor Car Co.; H. H. Brooks, general director of sales and advertising manager of the Marmon Motor Car Co.; E. L. Cord, president of the Auburn Automobile Co., and others.

Duffield to Assist A.E.A. Commissioner

CHICAGO, Feb. 17—James E. Duffield, promotion manager of the Citizens' Committee to enforce the Landis award, will become assistant to Commissioner William M. Webster, of the Automotive Equipment Association, March 1, it was announced here today.

Mr. Duffield first became interested in the automotive industry in 1905 when he was special western representative of the Thermoid Rubber Co., known at that time as the Trenton Rubber & Mfg. Co. In 1912 he was transferred to the Chicago territory by the Thermoid concern. Following this connection Mr. Duffield was with the Brunswick-Balke-Collender Co., the Bailey Non-Stall Differential Co., of which he was part owner, and the Whyte-Duffield Mfg. Co., of Chicago, of which he was also part owner. The latter concern made steering gears.

For the last three years Mr. Duffield has been associated on the Landis committee with Commissioner Webster and also has served on a number of committees of the Chicago Association of Commerce.

Thomas Made General Manager of British Co.

LONDON, Feb. 5 (*by mail*)—H. Kerr Thomas, for some years a prominent official of the Pierce-Arrow Motor Car Co., who, since his return to England in 1920, has been resident director of the Associated Equipment Co. (maker of A. E. C. trucks and the majority of London buses) recently severed his connection with A. E. C. and has been appointed general manager of Harper Sons & Bean, maker of Bean cars, with a plant at Dudley, near Birmingham.

It is reported that Hadley's, one of the largest steel manufacturers in Sheffield, has recently acquired a controlling interest in Harper, Sons & Bean.

Business in Brief

Written exclusively for* AUTOMOTIVE INDUSTRIES *by the Guaranty Trust Co., second largest bank in America.

NEW YORK, Feb. 18—Despite moderate recessions in industrial activity and in trade volume, business in general continues at high levels, and probably is more active than at this time last year. The least favorable showing in recent weeks has been made in retail lines, which have felt the adverse effects of extreme weather and, in rural sections, of bad roads. Commodity prices continued to decline last week.

BUILDING CONTRACTS

Building contracts awarded last month in 37 states, according to the F. W. Dodge Corp., had a total value of $457,158,600, the highest January figure on record. The increase from the total of January last year was 48 per cent.

CAR LOADINGS

Car loadings in the week ended Jan. 30 numbered 925,263, as against 921,734 in the preceding week, and 897,368 in the corresponding period last year.

UNFILLED STEEL ORDERS

Unfilled orders reported by the U. S. Steel Corp. on Jan. 31 amounted to 4,882,739 tons, as against 5,033,364 tons at the end of December, and 5,037,323 tons a year earlier.

BANK DEBITS

Bank debits to individual accounts reported to the Federal Reserve Board for the week ended Feb. 10 were 9.5 per cent below the total for the preceding week, but 7.7 per cent above that of a year ago.

FISHER'S INDEX

Fisher's index of wholesale commodity prices stood at 158.6 last week, as against 159.6 a week earlier.

FEDERAL RESERVE STATEMENT

Bills and securities held by the Federal Reserve banks increased $28,100,000 during the week ended Feb. 10, with a gain of $45,600,000 in discounts and declines of $1,700,000 in open market purchases and $16,600,000 in Government securities. Note circulation increased $5,300,000 and deposits $13,600,000, while reserves remained unchanged. The reserve ratio declined from 74.5 to 74.2 per cent.

MEMBER BANKS' STATEMENT

Loans of reporting member banks increased $26,000,000 during the week ended Feb. 3. Investments rose $2,000,000, borrowings from Federal Reserve banks $44,000,000, net demand deposits $2,000,000 and time deposits $19,000,000.

MONEY

The range of call loan rates was slightly higher last week, at 4½ to 5½ per cent, as against 4 to 5½ per cent a week earlier. Time loan and commercial paper rates were unchanged at 4½ to 4¼ per cent and 4 to 4½ per cent, respectively.

No Rise in Steel Prices Anticipated

Competition Will Probably Keep Them Around Present Levels

NEW YORK, Feb. 18—Steel market conditions are such that it is just as easy to prove that they are satisfactory to the producers as that automotive buyers could not have things more their own way.

The golden picture of the state of affairs in the steel industry which finds its way to the stock market pages of the newspapers every Saturday is true to the extent that things might be considerably worse than they are, but declines in orders, backlogs and rate of operations make it obvious that steel producers are more dependent upon the day-to-day hand-to-mouth buying than they have been in some time.

Concessions Often Offered

Certain it is that for the time being all talk of higher prices has disappeared, and that, while automotive consumers bring no pressure to bear to lower going market prices, competition for all orders that overhang the market is so keen that concessions of $1 or $2 a ton, especially in sheets, are more frequently proffered than exacted.

Strip mills enjoy relatively the best quota in the way of automotive orders. While 4.40c, Pittsburgh or Youngstown, is nominally quoted for full-finished, 22-gauge automobile body stock, producers of high quality material insist that they have no trouble in getting business at 4.50c from quality buyers. Forward-looking sheet-rollers and finishers find consolation for close prices in the steadily expanding demand resulting from the growing popularity of all-steel bodies. Such expansion will, in time, permit of certain economies in production made possible by the greater tonnages specified.

In times like the present, the steel industry always falls back for "window-dressing" on railroad orders, and it is significant that the brightest spot in this class of demand continues to be that for automobile cars, and inquiry for 1,000 50-ft. cars of this type from the Northern Pacific is among the latest developments.

The Metal Markets

Pig Iron—Settlement of the anthracite coal miners' strike, by which the coke market should be brought back to normal price conditions, has had more effect on sentiment in the pig iron market than on prices, because going pig iron prices were based on normal coke prices, and were not advanced as the result of the strike. Blast furnaces were generally protected by contracts, but lately some of the smaller producers sought to profit from the high coke prices by diverting part of their supply to the domestic fuel market.

In the iron ore market the topic in the foreground is what price a 275,000-ton inquiry of the Ford Motor Co. will bring out.

Aluminum—Automotive demand for aluminum continues good, and prices ride on an even keel. Imports are of unchanged proportions. Remelted metal is active at full prices.

Copper—The copper market appears to be in fair shape. Stocks are about 10 per cent higher than they were a month ago, but sentiment is rather bullish.

Tin—Spot and nearby tin is eagerly sought by consumers who have run short. Statistics are a prop to prevailing high levels.

Lead—Somewhat easier conditions obtain and demand from storage battery makers is quiescent.

Zinc—The break in prices resulting from increased supplies left the zinc market weaker than it has been in many a month.

RUBBER IMPORTS TOTAL 38,697 TONS

NEW YORK, Feb. 18—Importations of crude rubber into the United States during January, 1926, totaled 38,697 tons, an increase of 8,737 tons over January 1925, according to figures compiled and distributed by The Rubber Association of America, Inc.

Wisconsin Approves Car Insurance Plan

NEW YORK, Feb. 16—C. M. Martindale, secretary of the Home Insurance Co., reports after a trip to Madison, Wis., that Attorney General Ekern, who first disapproved the Studebaker insurance plan, has now approved it as modified for operation in that state.

The effect of the modifications is to remove the objection that Studebaker dealers, under the plan, are acting as insurance agents. As modified, the plan requires that, when the dealer so desires, the unpaid balance of the car purchase price will be carried by an acceptance corporation, which requires that insurance in a specified insurance concern will be carried on the automobile.

Upon making a deferred payment sale, the dealer is instructed to sign and obtain the purchaser's signature to an insurance application, and forward it to a local agent of the insurance company, who will send the policy to the purchaser. The premium will be paid to the local agent and the policy will cover the interests of the purchaser, the dealer and the acceptance corporation. Losses will be reported to and settled by the local agent and the dealer will in no way be compensated for his part in this plan.

N.A.C.C. to Study Financing Problems

Directors, at Mar. 3 Meeting, Are Likely to Consider N.A.D.A. Platform

NEW YORK, Feb. 16—It is likely that directors of the National Automobile Chamber of Commerce, at their regular meeting Mar. 3, will consider the platform on automobile financing recently laid down by the National Automobile Dealers Association in Chicago.

Although Alfred Reeves, general manager, and many car company executives are out of the ctiy, it is learned that the clear relation of several points in the platform to the finance methods being followed by manufacturers is recognized by them.

Points to be Worked Out

These points include the elimination of all dealer endorsement of customer paper as a means of removing a legal contingent liability; the elimination of practices requiring the dealer to sign a separate repurchase agreement in connection with non-recourse paper; discontinuance of payments of subsidies by manufacturers to finance companies; complete freedom to the dealer in selecting the finance company with which he is to do business; and the limitation of the right of the manufacturer to fix maximum cost of financing to permit the changing of the maximum legal interest rate, plus the cost of an adequate credit investigation and the maintenance of a diligent collection force, plus a charge adequate to protect the finance company on non-recourse or the dealer on recourse paper; and the discontinuance of advertising characterized by unwarranted stress of low rates and low down-payments.

It is recognized that these points, especially as emphasized by the N. A. D. A., cannot be disregarded by car manufacturers, and that they are of particular interest to the special committee appointed by the N. A. C. C. to survey the whole automobile financing and insurance field.

A. R. Erskine, chairman of this committee, is out of the country, and the committee will not consider these points officially until he returns.

Seaman Body Corp. to Employ 1500 More Men

MILWAUKEE, Feb. 17—Fifteen hundred more men will be added to the present working force of 4,200 by the Seaman Body Corp. to keep pace with the demand for Nash and Ajax cars, bodies for which are made by the plant. The new workers will be taken on during February, according to Irving Seaman, secretary-treasurer.

The plant is being operated on a 24-hour a day schedule, with a daily run of 600 bodies, which is to be jumped to 700.

Rubber Corp. Plans Held in Abeyance

N.A.C.C. at March Meeting Will Probably Work Out Details of Organization

NEW YORK, Feb. 16—No further developments in the organization of the American Motor Rubber Corp. are expected until its directors attend the meeting of the National Automobile Chamber of Commerce directors on Mar. 3. At that time it is probable that plans will be completed for filing the charter, and, perhaps, opening office headquarters in New York.

Since the announcement in New York show week that some of the N. A. C. C. directors, as individuals, had authorized the formation of a corporation with $10,000,000 initial capital to produce, purchase and deal in raw rubber, the N. A. C. C. has received several hundred letters, many of which offer rubber-producing areas for sale to the corporation, with others offering the services of men with experience in the rubber industry. So far no action has been taken on any of this correspondence. It is learned, however, that the corporation plans will go forward in due time.

Reclaimed Rubber Gains

According to the Department of Commerce, reclaimed rubber used in the United States during 1925 totalled 320,320,000 lbs., compared with an estimated 179,200,000 in 1924, and with the prospect that about 448,000,000 lbs. will be produced and used this year. The department estimates the annual reclaimed rubber production capacity, as of Jan. 1, as 418,185,600 lbs., and by October 1, it is expected to increase to 547,926,400 lbs. Annual consumption of crude rubber in the United States is estimated at about 900,000,000 lbs.

Prices of spot crude continue down in this market, hovering around 65 cents, with the British market quoted today at 31d.

Largest Airship Planned for Navy by Goodyear

AKRON, O., Feb. 17—The Goodyear-Zeppelin Corp., subsidiary of the Goodyear Tire & Rubber Co., announces it is prepared to start work at once on an airship of the type wanted by the U. S. Navy, if sufficient money is appropriated by Congress.

At the suggestion of Rear Admiral W. A. Moffett, chief of the Naval Bureau of Aeronautics, experts of the Zeppelin corporation have been planning a ship, designed to be the world's greatest aerial battleship. Plans have been guarded with secrecy until now, when the Government has consented to their publication in part.

The new air dreadnaught would have a 6,500,000 cu. ft. helium gas capacity, more than twice that of the Shenandoah; it would be 790 ft. in length, 135 ft. in diameter, with motors developing 4,800 hp., and a speed of 90 miles an hour, with a cruising radius of 5,000 miles.

The ship is designed to carry half a dozen pursuit airplanes, with provisions for them to take off or land on the dirigible. All control cabins would be inside the ship, preventing accidents similar to that which destroyed the Shenandoah. Tilting propellers of a new design will help the ship to ascend or descend rapidly without loss of gas.

Pierce Adds Line of Custom Coaches

BUFFALO, N. Y., Feb. 15—Pierce-Arrow Motor Car Co. has brought out a line of custom-built coaches, comprising, in addition to the 2-door model, listing at $3150, introduced less than a year ago, new 4-door, 5 and 7-passenger jobs, priced at $3250 and $3350, respectively, and a limousine coach at $3450.

Announcement of the new coach line was made by President Myron E. Forbes to 500 distributors and dealers gathered here at the Hotel Statler for a sales convention. After the announcement, the doors of the ballroom were thrown open revealing an exhibition of the new cars. Sixteen models in a wide range of colors were on display.

The new bodies are designed and built by Pierce-Arrow and are said to be the first of their type in America. They do not replace but are an addition to other models, so that there are now 11 body types available on the Series 80 chassis. The exhibit was opened to the public this evening.

New Canadian Ford Prices Are Announced

DETROIT, Feb. 15—New prices of Ford models announced by Ford Motor Co. of Canada, Ltd., follow:

	New Price	Old	Change
Coupe	——	$665	——
Tudor	$695	755	$ 60
Fordor	755	895	140
Runabout	410	395	15
Touring	440	435	5
Light Delivery	435	420	15
Chassis	325	335	10
Truck	——	485	——

Prices above on open models, chassis and trucks do not include starters, which cost $85.

44 World's Seaplane Records Held by U. S.

NEW YORK, Feb. 8—In accordance with statistics recently compiled, on Dec. 1, 1925, the United States held forty out of eighty-seven of the official world's seaplane records. Of these forty records, the Army Air Service held twenty-nine, and the Navy, eleven. Since that time four more records were captured by the United States, when Lieut. George C. McDonald, flying a Loening Amphibian at Langley Field, on Jan. 23, broke the seaplane records for 100 kms. with 500-kg. pay load (1102 lbs.); 100 kms. with 250-kg. pay load (550 lbs.); 200 kms. with 500-kg. pay load (1102 lbs.); 200 kms. with 250-kg. pay load (550 lbs.).

Employment Gains Seen in Car Trade

U. S. Employment Service Says Outlook is Promising—Detailed Reports

WASHINGTON, Feb. 18—Opinion that the outlook for increased employment in the automotive industry "is bright" is expressed in the January employment survey over the United States contained in the official bulletin of the U. S. Employment Service, just made public here.

"The large forces engaged in the manufacturing of automobiles and accessories in December," says the report, "were maintained during January and the outlook for increased employment in this industry is bright."

Principal Centers Report

Following are concise reports of employment conditions in the principal automotive centers:

Michigan, general: The automobile industry in this state has kept up a large production this season, stopping only a very short time for inventory.

Grand Rapids, Mich.: Small automobile accessory plants are working overtime. Two automobile body plants are working overtime, affecting about 2,000 employes.

Flint, Mich.: All automobile plants are working capacity but are not adding extra help.

Wisconsin, general: Full employment is reported in the automobile industry.

New Jersey, general: Activity in the automobile plants is showing a slight increase and preparations for a further increase in operations and employment are under way.

Fort Wayne, Ind.: A large manufacturing company here is planning further additions to its motor-truck plant, which will absorb about 300 mechanics within the next three or four months.

Ohio, general: Automobile plants are operating on a high level.

Dunlop Co. Publishes Tire Development Story

LONDON, Feb. 6 *(by mail)*—A lengthy explanation concerning the development of balloon and medium pressure tires has been published by the Dunlop Rubber Co.

Summarized, the statement announces the adoption of three classes of standard tires, viz., the balloon type, primarily for small cars; the medium pressure, primarily for cars of 14 hp. or over, and the high-pressure, as an alternative, for cars of all sizes.

Martin-Parry's New Branch

OMAHA, Feb. 16—The Martin-Parry Corp. announces the building of a new branch assembling plant here, which will open Mar. 1. It will be known as Plant No. 50, and will be fitted for assembling, mounting and servicing commercial bodies.

H. G. Vance, who has for the last four months been special sales representative of the corporation in Florida, becomes district sales manager of the Omaha zone.

Rubber Exchange of N. Y., Inc., Opens

First Market to be Entirely Devoted to That Commodity—250 Members

NEW YORK, Feb. 16—The Rubber Exchange of New York, Inc., opened for trading yesterday at 31 William St. at 10 a. m. Membership of 250 was reported by President Francis R. Henderson, who added that this was the first market in the world to be devoted exclusively to rubber. The unit of trading was announced as 2½ tons, with deliveries in all of the twelve months, the same procedure as is followed on the New York Cotton Exchange.

Rubber contracts, with a market value in excess of $500,000 changed hands in the first day's trading. Excited bidding was reported in the first hour's transactions when 64 contracts were recorded. Trading was confined to four months, March, May, July and December, with July showing a price range of 61.10 to 62 cents a pound.

In declaring the exchange open, President Henderson called attention to the fact that the world's production of rubber had grown from 53,890 tons in 1900 to 503,000 tons in 1925, the market value last year running close to half a billion dollars.

Hours of trading are to be from 10 to 3, except Saturdays, when the exchange will close at noon.

The board of directors gave a luncheon at India House on the opening day.

This is the second rubber exchange to be opened here this year, the Cocoa & Rubber Exchange of America having started business Feb. 2.

Philadelphia Group Buys Bearings Co. of America

PHILADELPHIA, Feb. 18—The Bearings Co. of America, of Lancaster, Pa., has been purchased by a group of Philadelphia capitalists who are planning to expand the plant and increase the field of its endeavors.

Frank W. Germane, formerly of the Gillman Mfg. Co., and of the Timken Roller Bearing Co., will be president of the new organization with headquarters in the Bullitt Building, Philadelphia.

The personnel of the Bearings company will not be changed. Jack L. Straub will remain with the organization as vice-president in charge of operations.

Auburn's Record Month

TOLEDO, Feb. 15—January was the biggest month in the history of the Auburn Automobile Co., according to company officials, shipments exceeding by 20 per cent those those of June, 1925, which established the previous record. It was said that Auburn dealers had no stock of cars on hand and that deliveries were being made to retail buyers as rapidly as cars were received.

This January record of production and shipments was established in spite of the fact that there was a shortage of the different models at various times throughout the month.

Nash January Sales Show Continued Gain

KENASHA, WIS., Feb. 16—Sales of Nash cars for 1926 will reach a volume far beyond the record-breaking totals rolled up in the last year, according to reports received from the Nash Motors Co. January has already set a mark 45 per cent greater than the same month a year ago, thereby establishing itself as the seventeenth consecutive month—with a single exception—in which Nash has marketed more cars than during the corresponding month of the previous year.

Were the Ajax sales figures for January added to the Nash figures, Nash would show an increase of 82 per cent over the number of cars sold during January, 1925.

Paige-Jewett Car Exports Gain 100%

DETROIT, Feb. 16 — Paige-Jewett Motor Car Co. last week announced that its 1925 export business was 100 per cent better than that in 1924. This does not include business with Canada, it is said.

Europe and South Africa claimed the lion's share of the business for last year, H. M. Jewett, president of the company, said. Germany was the best individual customer. The demand there, it was pointed out, is now for the highest-priced models in each class.

American Bosch Magneto Holders Meet Apr. 13

NEW YORK, Feb. 18.—Stockholders of the American Bosch Magneto Corp. will act on the proposal to sell this company's starting, lighting and battery ignition system business to the Electric Auto-Lite Co. at the annual meeting, Apr. 13, in Boston.

Parish Corp. Opens Branch

READING, PA., Feb. 15—The Parish Mfg. Corp. has recently opened a 10-acre plant here for the manufacture of truck and bus frames. The new factory is fitted with all the latest appliances for such work. Howard E. Lewis is general manager.

Ford Branch Builds

ATLANTA, Feb. 8—The branch of the Ford Motor Co. here announces the recent awarding of contracts by the company at Jacksonville, Fla., for a 200 x 321 ft. addition to the company's assembling branch there, increasing the capacity of the branch by nearly 50,000 sq. ft.

Work on the new plant is to begin immediately.

Financial Notes

New York Stock Exchange Listings—The following were among issues admitted to the trading list of this exchange in the week ended Feb. 13:

Intercontinental Rubber Co., 313,524 shares of no par value capital stock, with authority to list 602,824 shares.

Chandler-Cleveland Motors Corp., 350,000 shares of preference stock, and 630,000 shares of common.

Miller Rubber Co., 261,940 shares of no par value common stock.

Nash Motors Co., 2,457,000 additional shares of no par value common stock.

Federal Motor Truck Co.—The income account of this company for the year ended Dec. 31, 1925, shows net income, before taxes, of $1,234,799, compared with $684,670 in 1924. Earnings per share on the capital stock, based on 200,000 shares, were $6.17 in 1925, against $3.42 in the preceding year. Sales in 1925 totaled about $3,000,000 greater than in 1924, when they amounted to $7,339,367.

The date of the annual meeting has been changed to the second Tuesday in March.

Hupp Motor Car Corp.—This company reports for the year ending Dec. 31, 1925, net profit of $2,919,464, after depreciation, Federal taxes, new model expenses, etc., equivalent to $3.19 a share (par $10) earned on $9,138,090 common stock. This compares with $1,095,160, or $1.19 a share, in 1924.

Total sales in 1925 amounted to $43,847,198, as compared to $32,320,706 in 1924, $38,013,014 in 1923, and $34,122,847 in 1922.

Fageol Motors Co. of California—This company reports net earnings, for the year ended Dec. 31 last, of $310,124, after all charges, compared with $350,518 in the preceding year. Gross sales were $5,345,688 in 1925, against $4,389,407 in 1924. Profit and loss surplus at the end of 1925 stood at $511,142, compared with $201,017 on Dec. 31, 1924.

Hood Rubber Co.—This company has declared quarterly dividend of $1.00 on common, payable Mar. 31 to stock of record of Mar. 19.

Auburn Automobile Co.—Stockholders of record of Feb. 15 will be given the right to subscribe at $65 a share for two new common shares for every three held in this company, bringing the increased outstanding stock to 100,000 shares. The privilege expires Feb. 25.

Akron Rubber Reclaiming Co.—Advices from Akron state that a special meeting of the stockholders of this company will be held Mar. 4 to vote on increasing the capital stock from $500,000 to $1,000,000.

Fisk Rubber Co.—It is announced that the Central Union Trust Co. has been appointed trustee for this company's 5-year 5½ per cent sinking fund gold notes, due Jan. 1, 1931.

Timken-Detroit Axle Co.—This company has declared a regular quarterly dividend of $1.75 on preferred, payable Mar. 1 to stock of record of Feb. 20.

J. G. Brill Co.—This company reports, for the year ended Dec. 31, 1925, net profit of $571,269, after depreciation and taxes, equal, after preferred dividends, to $5.21 a share on the 48,102 common, compared with $577,761, or $5.34 a share in 1924.

World-Wide Boost of Car Sales Begun

N.A.C.C. Names Delegate to Melbourne Show As First Step in Program

NEW YORK, Feb. 16—"A car for every family" is the goal of a world-wide program resulting from the Second World Motor Transport Congress, held under the auspices of the National Automobile Chamber of Commerce, according to announcement from the headquarters of that organization today.

The first active step in the program is the invitation on the part of the Australian Motor Convention, inviting the United States to send a representative to confer with Australian representatives at the time of the International Automobile Show at Melbourne April 28.

Many Countries Invite U. S.

Other countries which have asked members of the automobile industry in the United States to join with them in this movement include most of the European and Latin-American countries.

Col. Charles Clifton, president of the N.A.C.C., will name at least three men to carry on the work outlined in this international work. Walter Schmidt is the first to be named. He has been appointed a delegate to attend the Melbourne show. At present he is a field representative of the N.A.C.C. He will take with him information on taxation, legislation, traffic, garaging, finance and sales plans, and will visit Hawaii, New Zealand, British Malay States, Burma, India, Ceylon, Persia, Syria, Egypt, East and South Africa, and will be gone in all about nine months.

Only Gardner Closed Models Made in January

ST. LOUIS, Feb. 18—The Gardner Motor Co., Inc., did not build any open cars in January and for the greater part of February. To date its production has been 100 per cent closed cars. However, it is now beginning to produce some phaeton models which are needed for export. It is stated the company's production on 6-cylinder cars is just a bit above normal, while on "8's" the supply is not nearly equal to the demand.

Production is not up to capacity yet, for the factory was closed down for some time for inventory-taking, and, since the resumption of activities, not sufficient time has elapsed for it to reach full strength.

White Corrects Dates

CLEVELAND, Feb. 18—The White Motor Co. announces that an error was made in the dates previously given out in connection with the stockholders meeting and the dates as of which stockholders of record would be entitled to the stock dividend of 20 per cent and the rights to subcribe for new stock.

The correct date for the meeting is March 19. The stock dividend and rights to subscribe, if authorized by the stockholders, will go to stockholders of record of March 25, 1926.

TAXES SINCE 1917 TOTAL ONE BILLION

WASHINGTON, Feb. 18—With the major portion of the war excise taxes about to be removed from the automobile industry, a recapitulation of the amount paid shows that the industry has paid since Oct. 3, 1917—the date the law became effective—a total of about one billion dollars.

Comparing this figure with the cost of the World War to the United States, the figures show that the cost was 300 billion or, in terms of comparison, the automobile industry paid one out of every 300 dollars of the cost.

The figures for fiscal years are as follows:

	Total tax
1926 (first 6 mos.)	$ 79,105,818
1925	124,686,744
1924	158,014,708
1923	144,490,489
1922	104,433,761
1921	115,546,248
1920	143,922,791
1919	48,834,271
1918	23,981,268
Grand Total	$943,016,098

California S.A.E. Discusses Cooling

LOS ANGELES, Feb. 18—Engine-cooling, radiators and steam cooling were the subjects discussed at the February meeting of the Society of Automotive Engineers, Southern California Section. G. E. Dockeray, of the Eagle Radiator Mfg. Co., and Paul Zering, of the Cartridge Mechanical Works, spoke.

Eugene Power, superintendent of automotive equipment, the Union Oil Co. of California, was installed as president for the current year, succeeding Watt L. Moreland, vice-president, Moreland Motor Truck Co. Ethelbert Favary, consulting engineer, Moreland Motor Truck Co., was re-elected secretary.

Automobile Tax Decision

WASHINGTON, Feb. 15—A tax decision, of which automobile manufacturers may take advantage, was announced here recently by the Tax Appeals Board of the Treasury Department. The board holds that where machinery, used in the manufacturing business, is discarded as the result of changing business conditions and improvements, the taxpayer may deduct in such year the difference between the depreciated cost and the salvage value.

$80,000,000 Federal Road Aid Needed

Fight Rages Around Dowell Bill Providing for Highway Construction

WASHINGTON, Feb. 18—Thomas P. Henry, president of the American Automobile Association, and Frank Page, chairman of the North Carolina state highway commission, as two principal witnesses this week at the opening of hearings on the Dowell bill, sounded the keynote in a vigorous campaign to be waged for the enactment of the measure making $80,000,000 a year available in 1928 and 1929 for rural road construction.

Mr. Page said a Nation-wide reduction in road building would be the effect next year if Congress did not pass the Dowell Federal aid bill. Last year, Page said, 30 states exceeded their road-building program by reason of the $75,000,000 Federal aid fund, which was granted.

President Henry Decries Cuts

Striking at the movement to cut down Federal aid in road building, given impetus by the action of the Senate in voting complete repeal of all automotive taxes, President Henry, on behalf of the 770 affiliated A. A. A. clubs, took occasion to say:

"It is a magnificient conception that interstate connecting highways eventually will link every city of 5,000 population or over, that the great coastal highways used for transportation of mails and merchandise in interstate traffic will be connected with highways constituting our second, third, fourth and fifth lines of defense, if needed."

DuPont Co. Announces New Leather Substitute

WILMINGTON, Del., Feb. 17—The Fabrikoid Division of E. I. du Pont de Nemours & Co. announces Nemoursa, a new coated fabric said to represent a distinct advance in manufacture of leather substitutes, as it is designed to overcome the limitations of use of the earlier development and to increase the uses of coated fabrics.

Nemoursa is produced to meet the need for a water-proof, scuff-proof, enduring material with the depth, sheen and luster of the finest materials. The new material is adapted for automobile upholstery and is manufactured in delicate and striking colors.

Ford Protects Dealers

DETROIT, Feb. 18—As a means of protecting its dealers from losses on closed cars in stock when the new reduced prices went into effect, the Ford Motor Co. has announced it will bill dealers for open cars during February at the old price.

Marmon Reports Net of $2,250,000

INDIANAPOLIS, Feb. 17—Nordyke & Marmon Co.—the old company, before segregation of its automotive interests as the Marmon Motor Car Co.—reports for the year ended Dec. 31, 1925, net, before Federal taxes, of approximately $2,250,000.

The balance sheet as of Dec. 31, 1925, shows cash, $1,528,139 and motor car drafts not discounted, $517,972. Notes payable were $1,350,000, which amount was reduced by $450,000 in January, 1926.

Ford Motor Co. Buys 1400-Acre Flying Field

DETROIT, Feb. 15—The purchase of 1,400 acres of land near Maynard, Ind., to be used as a flying field has been announced by the Ford Motor Co.

The property is located on the Illinois-Indiana boundary line, 25 miles southeast of Chicago, and will be utilized as the Chicago terminal of the Ford air transport service, it was said at company's offices at Dearborn.

In the past the company's planes have been using the Government flying field at Maywood, Ill., northwest of Chicago. Flyers have complained, it was said, that the smoke and fog that surrounds Chicago has made landing difficult.

Reorganization Plan of Autocar Complete

NEW YORK, Feb. 15—Further details of the reorganization of the Autocar Co. of America, announcement of which was made in these columns last week, have been worked out by the directors.

The board of directors has approved the issuance of 70,000 shares of no par value $7 cumulative prior preferred; 6,015 shares of $100 per value 8 per cent preferred; 145,000 shares of $20 par value Class A common, convertible into Class B common share for share, and entitled to non-cumulative preferred dividends of $2 annually, and 70,000 shares of $1 par value Class B common.

To Offer Evans Stock

NEW YORK, Feb. 15—A New York banking group has purchased for reoffering to the public, a block of the capital stock of E. S. Evans & Co., Inc., manufacturer of patented devices for shipping automobiles.

Chevrolet Output in January 44,000

DETROIT, Feb. 15—Chevrolet passenger car and truck production for January was about 44,000, nearly three times better than the output for January, 1925, making it the best January production in the history of Chevrolet.

Under the tentative production schedule, the company will build approximately 51,000 units during February. According to W. S. Knudsen, this will be twice the number produced in February of last year.

Dealers reporting to the factory say that they are delivering cars to buyers instead of stocking against the requirments of spring business.

Lambert Tire Near Capacity

AKRON, Feb. 4—Following a short period of dullness the Lambert Tire & Rubber Co. is operating at near capacity and sales are reported as satisfactory. The company produces a cushion tire for trucks, buses and some passenger car service.

Developments of the Week in Leading Motor Stocks

NEW YORK, Feb. 18—When the public withdraws from active speculative operations in the stock market, and transactions represent only the attempts of one speculator to buy stocks for resale at a profit to another speculator, the stage is set for a readjustment of the speculative position. The process continues until professionals find it increasingly difficult to obtain the sought-for profit, and, unless some outstanding development affecting fundamentals occurs, we find the professionals turning from the buying side to the selling side of stocks. This is what has occurred in the last week. The change would not have been of any particular significance, had it not been that several over-exploited specialties virtually collapsed, thereby greatly disturbing public confidence in the speculative structure. Liquidation resulted, and continued through the early days of the week.

The anomaly of declining prices coupled with the announcement of increased dividends and favorable earnings statements is an anomaly only to those unfamiliar with speculation. The stock market had wavered before the General Motors Corp. announced the increase in its dividend rate and record earnings, and the White Motor Co. its stock dividend and increase of capital. The "good news" of the settlement of the anthracite strike and of the tax reduction sanctioned by the U. S. Senate merely afforded an opportunity for selling by professionals.

At such times one is apt to hear more of unfavorable conditions than at times when prices are advancing and this was true this week. Weakness in the scrap steel market was taken to herald a substantially lower price level for steel products. Earning statements coming to hand show that the net profits of most corporations for 1925 were due to a small per-unit profit and high operations. In consequence, there is a tendency at the moment to question whether or not production generally can be maintained at the high rate of last year, and, if it is not, what effect it may have upon earnings. Such discussion is not unusual at this season of the year when building construction is in relatively small volume. With the coming of spring and the increased activity in the building trades and in the automotive industry, we will hear less of the profits per ton of steel and more of the volume of bookings.

General Motors Earnings High

The financial community was agreeably surprised by the earnings statement of General Motors. While it had been known that net profits would be large, a total of $115,980,099 exceeded the most optimistic estimates. Particularly gratifying were the figures for the final quarter which exceeded $32,000,000, a new high record in quarterly net earnings. It is manifest that the corporation can easily afford to pay the new quarterly rate of $1.75 per share on the common stock, which, with dividends for the preferred, will call for about $11,000,000 quarterly, while the corporation has seemingly demonstrated its ability to earn consistently 2½ times this amount.

Action of the directors of the White Motor Co. in declaring a 20 per cent stock dividend and offering new stocks to present holders at $50 per share was received with a peculiar zest. It had been gossip for some time that control of this company rested largely with a New York group. Whether the report was true or not will never be known, but the announcement of the increase in stock was taken to indicate that, if actual control did not rest here, a sufficient amount of stock was held to jeopardize the control of the Cleveland interests, and the increase in stock was for the purpose of restoring that control beyond question.

Not without interest was the statement of Stewart-Warner showing that that corporation has charged out $11,507,428 from surplus, reducing the value placed on patents and writing down goodwill to $1. The corporation reports for the year net income, after charges and taxes, of $7,544,089, equal to $12.57 per share on the outstanding 599,990 no-par shares of stock. This compares with $3,501,107, excluding earnings of the Bassick-Alemite Corp., or $7.30 a share on the 474,990 shares a year ago.—H. H. S.

Paris to Hold Two Automobile Shows

Lapse of 2 Years Since Last Exhibit Adds Interest to Events

PARIS, Feb. 6 *(by mail)*—Paris will hold two automobile exhibitions in the Grand Palais next fall. Oct. 7-17, passenger cars, motorcycles, bicycles and accessories will be shown, and, after an interval of six days, the doors will be thrown open again, Oct. 23-31, for a truck, industrial engine and machine tool exhibition. The two shows are necessary because of the impossibility of securing sufficient space in a single hall for an exhibiton uniting the entire automobile industry. The organizing committee has secured an option on the Grand Palais for 5 years and is about to spend 1,500,000 francs in improvements, thus indicating that the show will be annual until 1930.

Many Novelties to be Shown

Last year, owing to difficulty in securing possession of the Grand Palais and the considered undesirability of other buildings, the French industry was deprived of an automobile exhibition. Indications are that the coming show will be of more than usual interest both from a technical and commercial standpoint. There is an accumulation of two years' experimental work and among the mechanical novelties will be an increased number of 6-cylinder engines, commercially-developed superchargers, improved transmissions and steering gears.

American firms are expected to occupy a strong position in the coming French show. Applications for space have to be filed with the organizing committee not later than Mar. 31, and positions are awarded by drawing of lots. Under the new rules, it is permissible to indicate the price of exhibits, but a uniform size price-card must be employed. Henry Cezanne is again Paris show manager.

Driveaway Method is Popular With G. M. Buyers

DETROIT, Feb. 15—The popularity of the driveaway can be seen in the number of cars driven away from different General Motors units in 1925. Figures recently released by General Motors Corp. show that 836,749 passenger cars, consisting of Chevrolet, Oldsmobile, Oakland, Buick and Cadillac, were sold. Of this number, approximately 209,939 cars were driven away, the remainder being shipped by railroads.

Freight charges which the General Motors paid upon the cars and trucks shipped last year, and the material from which these automobiles were made, amounted to more than $57,000,000.

The number of freight cars required to bring the raw material into the General Motors plants and carry away the finished automobiles for the last three years is shown below:

	Total Carloads Including Less-Than-Carload	Freight Charges
1925.....	380,704	$57,000,000
1924.....	280,051	42,000,000
1923.....	340,337	55,000,000

DODGE PRODUCTION UP TO 1500 DAILY

DETROIT, Feb. 16—Production of Dodge Bros., Inc., passenger cars and trucks reached the 1500 mark yesterday. This is the greatest daily production so far in the history of the company, and is in line with the recently announced intention of the company to produce 2000 units a day. Every effort is being made to meet the dealer demand.

Closed car production is greatly in excess of the open and commercial type. In the new production schedule, two parallel assembly lines are being used, each 710 ft. long, and 45 cars can be accommodated on each at the same time, with cars moving 10 ft. a minute. To move these lines, two conveyor chains, 1420 ft. long and weighing 5 tons, are employed.

Willys-Overland Men Discuss Parts Methods

TOLEDO, Feb. 18—Upward of 75 Willys-Overland parts sales managers from the United States and Canada attended their annual convention held here yesterday and today.

General Sales Manager L. G. Peed, of Willys-Overland, Inc., welcomed the visitors in the opening address. Parts methods and policies were explained by General Parts Manager A. Benhoff. Service Director W. R. Webster explained the role of the parts department and its salesmen in the servicing problem of the industry.

Morris Denies Reports

LONDON, Feb. 15—W. R. Morris, governing director of Morris Motors, Ltd., says that the recent statements published in prominent British newspapers and cabled overseas asserting that his company was to be converted from a private to a public concern, having £4,000,000 capital, are incorrect. Mr. Morris admitted that a plan was under consideration but withheld details.

Star Sales Up 69%

NEW YORK, Feb. 15—Colin Campbell, vice-president, Durant Motors, Inc., reports that factory sales of Star cars in January increased 69 per cent over the same month last year.

Car Makers to Have Proving Grounds

Packard and Studebaker Purchase Large Tracts for Development

DETROIT, Feb. 17—Five hundred acres of land, located 2 miles south of Milford, Mich., have been purchased by the Packard Motor Car Co. for an automobile proving-ground.

While this stretch of land is one of the most hilly in Michigan, there is a large flat tract which will be developed to form a 2-mile speedway. This track, which is to be only ½ mile shorter than the Indianapolis course, will have all turns highly banked so that cars of the fastest type may be driven "full-out."

This development, together with the airplane landing field adjacent to the city of Detroit, also owned by the Packard Motor Car Co., will enable this organization to test its products on its own private grounds.

SOUTH BEND, IND., Feb. 16—The Studebaker Corp. of America has purchased a section and a quarter of land 12 miles from its plant here, on which is being laid out proving and experimental grounds.

In addition to rough roads, through sand and mud, up and down hills, the Studebaker test ground has a straight-away track of 1¼ miles, 20 ft. wide, to study pick-up and acceleration, rolling friction and fuel economy problems. A 3-mile loop, with a 20-ft. driveway for endurance tests at sustained high speed will permit driving up to 75 miles an hour.

French Tariff Increase Not to Hit Automobiles

PARIS, Feb. 5 *(by mail)*—Automobiles will probably not be affected by the proposed increase of 30 per cent on French import duties, about to be discussed by Parliament. According to the best information, the intention is to increase all the specific duties by 30 per cent to compensate for the decreased value of the franc. Ad valorem duties, however, will not be affected, and, as automobiles are imported under this heading, there will be no change in the present 45 per cent duty, plus the 12 per cent luxury tax.

Edmund & Jones' Net Up

DETROIT, Feb. 17—Edmund & Jones Corp.'s net income for the year ended Dec. 31, 1925, was $257,111, or $4.38 on 50,000 no par common, compared with $254,983, or $5.29 a share, on 40,000 common in 1924.

Sales in 1925 were $5,056,232, against $4,593,024 in 1924, and surplus gained from $51,755 to $64,068.

V. E. Jones has been elected a director, to succeed E. E. MacCrone, resigned. Other directors were re-elected.

Men of the Industry and What They Are Doing

Yellow Mfg. Sales Corp. Announces Promotions

The Yellow Mfg. Sales Corp. announces the appointment of V. G. Phillips as sales manager in charge of the new T-2 Yellow Knight truck sales, with headquarters at the GMC general offices in Detroit. Mr. Phillips has been with the company for several years past as assistant sales manager of the motor coach division.

The corporation also announces the advancement of Mark A. Smith, formerly district representative in Philadelphia, to the position of assistant sales manager of the motor coach division. In his new capacity, Mr. Smith will supervise the sales activities of the various district representatives. He will be associated with H. E. Listman, vice-president of the company, in the Chicago office.

"Chassis Elucidators" Formed

The "Chassis Elucidators" is the name of the latest organization to be formed among representatives of the different automobile companies. The organization is composed of representatives of the various companies which showed cutaway chassis at the Chicago automobile show. The organization was formed to promote closer association and friendlier feeling towards those engaged in this line of work and to further cleaner business methods.

Officers of the organization are: E. Phil Merrill, Cadillac Motor Car Co., president; Lee R. Bryant, Willys-Overland, Inc., vice-president; E. J. McMullen, Olds Motor Works, secretary and general manager, and G. C. Sheffield, Wills Ste. Clair, Inc., treasurer.

Herbig Sales Manager

Edwin T. Herbig, formerly of General Motors Corp., with headquarters at Pontiac, Mich., has been appointed sales and publicity manager of the American Bus & Truck Co., Springfield, Ohio, it was announced by Gen. C. C. Jamieson, chairman of the board. Mr. Herbig's home is at Dayton. He took up his new duties Monday at the Springfield plant, formerly the Kelly-Springfield Motor Truck Co.

Heintz Goes Abroad

Samuel Heintz, former chief engineer of the Republic Rubber Corp., Youngstown, Ohio, and for the last six months development engineer at Boston for the Hood Rubber Co., sailed last week for Liverpool to study truck tire developments abroad. He will spend some time in Havre, France, and expects to return to this country in April.

Heldt Appointed to Committee

P. M. Heldt, engineering editor of *Automotive Industries*, has been appointed one of the independent experts on the sectional committee for the Standardization of Gears of the American Engineering Standards Committee.

REMY CLUB DINES PARTING OFFICIALS

Members of the Remy Engineering Club to the number of 150 last week gave a dinner in Anderson, Ind., in honor of Norman R. Kettering and John Irwin, both of Anderson, who will leave soon for Australia, where Mr. Kettering will have charge of the building of 5 factories for the General Motors Corp.

Mr. Kettering slected Mr. Irwin as his assistant in the work. Mr. Kettering has been with the Remy company for some time, and was promoted recently to be in charge of foreign building construction for the General Motors Corp., of which the Remy company is a subsidiary. He recently completed the building of Plant No. 4 for the latter company. Mr. Irwin was transfered recently to Plant No. 3 at Muncie.

Fordney Elected President

J. W. Fordney, formerly chairman of the Ways and Means Committee of the U. S. House of Representatives, who has been a director of the Ruggles Motor Truck Co. for the last two years, has been elected president of the company at a meeting of the board of directors recently held at Saginaw, Mich.

The following directors were elected for 1926:

J. W. Fordney, A. E. Sleeper, C. T. Kerry, John Ryan, F. W. Ruggles, W. C. Hill, M. N. Brady, J. W. Symons, H. R. Wickes, C. W. Stiver, E. L. Smith, and R. J. Goldie.

Fisher and McNaughton on Trip

Lawrence P. Fisher, president, and Lynn McNaughton, vice-president, of the Cadillac Motor Car Co., left Detroit, Feb. 14 for an extended tour through the West and South for the purpose of supplementing impressions of the 1926 automobile market gained at the New York, Detroit and Chicago shows. They will be on the road for a period of four or five weeks, will attend the shows at Kansas City and Los Angeles and will visit San Francisco, Phoenix, El Paso, San Antonio, Dallas, Houston, New Orleans, Birmingham, Jacksonville, Miami and other points in the Middle West, Southwest and South.

Faulkner and McDarby Promoted

Roy Faulkner has been appointed vice-president in charge of sales of the Auburn Automobile Co., and N. E. McDarby has been made sales manager of that company. For several months Mr. McDarby has been assistant sales manager.

Graybar Electric Co. Names New Executives

George E. Cullinan has been appointed vice-president in charge of sales and a director in the Graybar Electric Co., New York. The company was recently organized to succeed the supply department of the Western Electric Co.

The promotion of Leo M. Dunn to a vice-presidency is also announced by the company. Mr. Dunn will have charge of merchandising and accounting.

Mr. Cullinan has had twenty-four years' experience with the Western Electric Co., in which time he has risen from a clerical position to general sales manager of the supply department.

Mr. Dunn has also been for many years associated with the Western Electric, rising to the position of general merchandise manager of the supply department in 1923.

Shortal, Brooks, Russel Appointed

W. G. Shortal, for many years connected with the sales department of the Pierce-Arrow Motor Car Co., has been appointed manager of the territorial division.

James Brooks, formerly with the American Chain Co., is now in charge of eastern New York and Connecticut for the Pierce-Arrow Motor Car Co., and A. M. Russel is in charge of the mid-western territory.

O'Hara Succeeds Kirk

J. J. O'Hara has succeeded J. N. Kirk as eastern district manager of the automotive division of the Columbus-McKinnon Chain Co., Columbus, O., maker of Dreadnaught tire chains. For two years Mr. O'Hara has done sales promotion work for the company.

Dodge Joins Haartz Co.

F. N. Dodge has resigned as sales manager of Safe-T-Stat Co., Inc., Philadelphia, manufacturer of engine heat indicators, to join the selling force of J. C. Haartz Co., New Haven, Conn., manufacturer of top materials.

Herzberg Vice-President

Hinson Mfg. Co., Waterloo, Ia., announces the appointment of Paul J. Herzberg as vice-president and director of sales.

Weller Elected to Board

J. H. Weller, for the last four years factory manager of the Gray Mfg. Co., has been elected to the board of directors of that company.

Metzger Succeeds Warner

William E. Metzger has succeeded H. J. Warner as a director of the Federal Motor Truck Co., it is announced.

GMAC $50,000,000 Loan Overbought

Striking Manifestation Given of Confidence in Automotive Securities

NEW YORK, Feb. 18—Heavy oversubscriptions marked the successful floating of $50,000,000 in 5 per cent gold notes of the General Motors Acceptance Corp. These were offered yesterday by J. P. Morgan & Co., the National City Co., the Bankers Trust Co. and the First National Bank, at 96.19 to 100 and interest, yielding from 5 to 5.50 per cent.

The books were closed shortly after they were opened, a striking manifestation of the confidence placed in automotive securities by the investing public.

The proceeds of the loan are to be used to fund a portion of the company's borrowings and for additional working capital.

The notes are due $5,000,000 annually March 1, 1927-1936, but are redeemable at a premium of ½ of 1 per cent for each unexpired six months.

Michelin to Make Tires in Britain

PARIS, Feb. 4 (*by mail*)—Michelin tires will be manufactured in Great Britain if a scheme now under consideration is carried through. The French tire manufacturer has secured an option on 120 acres of land at Stockton-on-Tees, England, and proposes to erect a factory which will begin producing in one year and be in full production in five years' time. In addition to his main works at Clermont-Ferrand, Michelin has a factory at Turin, Italy, through which he supplies the Italian market, but his policy up to the present has been against decentralization.

Last week Michelin paid off 500 hands at his Clermont-Ferrand works, but this is believed to be due not to any reduction in demand, but in order to keep manufactured stocks as low as possible under the present high cost of rubber and the unstable condition of the franc.

New House Organ Out

NEW YORK, Feb. 18—Linde Air Products Co., 30 E. 42nd St., New York City, has combined its two monthly papers, "Oxy-Acetylene Tips" and "The Linde Oxwelder," into a single publication, the new "Oxy-Acetylene Tips." The magazine now includes, for the executive, articles describing how oxwelding has penetrated entire industries; for the engineer, data on the strength of welds and designs of joints; for the operating superintendents, articles on welding in production and procedure control; for welders, information about work, noteworthy for its size, ingenuity or novelty; and for the plant repairman and beginner, descriptions of the technique of welding and care of equipment.

SHOWS BIG VOLUME OF UPKEEP TRADE

NEW YORK, Feb. 18—Speaking at the Fourth Annual Banquet of the Automotive Service Association at the Hotel Astor here tonight, David Beecroft, vice-president of the Chilton Class Journal Co., presented figures showing that during 1925 more than 53 per cent of the automotive dollar was spent for maintenance work, parts and accessories.

This branch of the automobile industry did a volume of business of more than $2,000,000,000 last year, said Mr. Beecroft, and the increase in cars in operation this year should raise the 1926 total to $2,500,000,000.

Chevrolet's Daily Output Now 2565

DETROIT, Feb. 18—The Chevrolet Motor Co. is now operating on the greatest monthly production schedule in its history. The plant at Flint, which has been running at a daily rate of 2100, has increased its hourly production to 135, or 2565 a day. This is according to an announcement by W. S. Knudsen, president.

Mr. Knudsen states that the increase is due to the continued demand for the cars at the reduced prices.

Tregenza Vice-President

CHICAGO, Feb. 18—At a meeting of the board of directors of the Chicago Fuse Mfg. Co. here on Monday, A. E. Tregenza, who has been assistant to the president, was elected vice-president in charge of sales.

Mr. Tregenza, before coming to the Chicago Fuse Mfg. Co. in 1924, was general sales manager of the Economy Fuse & Mfg. Co. for 12 years, and previous to that was with the Nernst Lamp Co. as salesman and later assistant district manager.

Gardner Promotions

ST. LOUIS, Feb. 18—The Gardner Motor Co., Inc., has announced the promotions of Halsey Dunwoody and L. C. Freeman to positions as vice-presidents of the company. Mr. Dunwoody will be in charge of sales and Mr. Freeman will be in charge of production, as well as chief engineer.

Mr. Dunwoody has been in business in Paris, France, for many years, and during the war was a colonel in the Air Service of the U. S. Army in charge of supplies.

Highway Safety Conference Mar. 23

Federal, State and Other Officials to Discuss Traffic Problems

WASHINGTON, Feb. 15—The National Conference on Street and Highway Safety has been called to meet in this city March 23, 24 and 25, according to an announcement recently made by Secretary of Commerce Hoover. The Governors of the states have already been invited by President Coolidge to send delegations representing their respective states.

In addition to these state delegations, the conference will include Federal, state and city officials, representatives of railroads, street railways, insurance companies, automobile manufacturers, wholesalers and retailers, organized labor, commercial and trade organizations, organized motorists, the public, safety councils, women's and welfare organizations, engineers and educators.

Casing and Tube Exports Increase

WASHINGTON, Feb. 15—Total Canadian exports of pneumatic casings for automobiles and cycles numbered 912,265 in 1925, while United States exports of automobile casings numbered 1,769,677, it is announced here by the rubber division of the Commerce Department.

Canadian exports of inner tubes numbered 1,011,865, while United States exports numbered 1,617,073. The combined American exports reached 2,681,942 casings and 2,628,938 inner tubes in 1925, an increase of 39 per cent in casings and 44 per cent in inner tubes over 1924.

The remarkable and continuing growth of Canadian exports of rubber products may be visualized from a consideration of the fact that in 1922, their total value was only $6,247,381; and in 1923, $8,746,033, as compared with $10,069,206 in 1924 and $17,135,892 in 1925. In other words, from 1922 to 1925 the value of exports increased 174 per cent, the net value increase being $10,888,511.

Ricker to Officiate at Miami

MILWAUKEE, Feb. 18—Chester S. Ricker, director of advertising and consulting engineer with the Waukesha Motor Co., has been appointed director of timing and scoring for the first race on Feb. 22, on the new board automobile speedway at Fulford, Miami, Fla.

Mr. Ricker has had charge of the timing and scoring department at the Indianapolis Motor Speedway for the last 14 years, and for five years has directed all the major events of the National Power Boat Association and National Aeronautical Association so far as timing and scoring are concerned.

S.A.E. Sections Talk on Timely Subjects

Oil Purifiers, Motor Buses, Sleeve Valve Engines Discussed

INDIANAPOLIS, Feb. 15—The oil purifier and crankcase dilution meeting of the Indiana Section, S. A. E., held last Friday night, brought out the best meeting held so far this season by the section.

Three papers were presented on the general subject by Ralph H. Skinner, of the Skinner Automotive Devices Co., Inc. of Detroit; Col. Wm. Guy Wall, consulting engineer of Indianapolis and creator of the Three-Way oil purifier; and Jos. C. Coulombe of the fuel feeding and oil filter department of Byrne, Kingston & Co., Kokomo. The discussion was of the rapid-fire sort, bringing out many points about the various devices and the general problem. John A. C. Warner, from S. A. E., headquarters, was present and made a few remarks on the activity of the Hoosier section.

Nominations Presented

The section's nominating committee presented the names of those who will assume command next year, and the nominations were voted closed when the report was made by Col. Wall of the committee. Ralph R. Teetor, chief engineer, Indiana Piston Ring Co., Hagerstown, is nominated for chairman; George T. Briggs, who is now chairman, vice-chairman; Charles A. Trask, treasurer, and Raymond F. Buckly, secretary.

Announcement was made that at the next meeting, to be held Mar. 11, A. J. Scaife, chief engineer of the White Co., will present a paper on bus development.

N. Y. Section Meets

NEW YORK, Feb. 18.—At the February meeting of the Metropolitan Section of the Society of Automotive Engineers, held at the Building Trades Club tonight, the subject of motor buses was discussed by F. Van Z. Lane, engineer in charge of bus-planning for the Board of Transportation of New York City, Dean J. Locke, staff engineer for the vice-president in charge of railway operation of the Public Service Railway of New Jersey, Alexander Shapiro, temporarily located in Washington in connection with the acquisition by the North American Co. of a bus system operating in the District of Columbia, and Lewis P. Kalb, assistant chief engineer of the Continental Motors Corp.

The annual election of officers will be held Apr. 15, and the nominating committee will complete its work about Feb. 15.

Heldt Reads Paper

DAYTON, O., Feb. 15—A well-attended meeting of the Dayton Section of the S. A. E., was held at the Engineers Club here last week, at which P. M. Heldt, engineering editor of *Automotive Industries*, read a paper on sleeve valve engines. Both the Knight type and the single sleeve valve engine were covered in the paper. In the discussion following the reading of the paper, several members gave their personal experiences with sleeve valve engines. It was brought out, for instance, that it is quite possible to air-cool double sleeve valve engines, as this has been done in farm lighting set engines.

At a dinner preceding the meeting, John A. C. Warner, manager of the S. A. E. meetings and sections department, gave a review of the annual meeting in Detroit.

Coming Feature Issues of Chilton Class Journal Publications

March 1—Chilton Tractor & Equipment Journal—Highway Number.

May—Automobile Trade Journal—Small Town Market Issue.

May 7—Motor Age—Sales and Service Reference Number.

Rim Output Figure Gains in January

2,026,688 Approved This Year Compared With 1,808,055 in 1925

CLEVELAND, Feb. 15—January rim production figures, just made public by the Tire & Rim Association of America, Inc., together with comparative figures for January, 1925, for principal sizes, are as follows:

Size	Jan. 1926	Jan. 1925
Clincher Rims		
30 x 3½	372,556	697,702
Balloon Rims		
28 x 3½	787,436	177,413
28 x 4	200,876	170,599
29 x 4	189,521	68,503
30 x 4½	159,294	72,730
30 x 5	16,304	8,626
31 x 5	27,164	53,032
High Pressure Rims		
30 x 3½	16,301	96,933
32 x 4	6,715	20,405
32 x 4½	47,505	85,479
Truck 20"		
30 x 5	48,384	48,429
Truck 24"		
36 x 6	7,047	7,092

Total rims inspected and approved in January, 1926, amounted to 2,026,688, as compared with 1,808,055 in the corresponding month last year.

German Car Show Seeks American Exhibitors

WASHINGTON, Feb. 15—The automotive division of the Commerce Department has just received advertising literature in connection with the International Motor Car Show to be held in Frankfort, Germany, Apr. 3-14. The authorities in charge of this exhibit have expressed an interest in the display of American cars.

It is announced that interested firms may obtain information regarding the cost of space and the rules governing this exhibit upon application to the Division by referring to Exhibit No. 417.

Calendar of Coming Events

SHOWS

Feb. 15-Mar. 15—International Automobile Show, Copenhagen, Denmark.

Feb. 20-28 — 13th Annual International Agricultural Exhibition, Brussels, Belgium.

Apr. 3-14 — International Motor Car Show, Frankfort-on-Main, Germany.

CONVENTIONS

Feb. 24—Motor Truck Industries, Inc., of America, Detroit.

Mar. 23-25—National Conference on Street and Highway Safety, Washington.

May 13-15—American Gear Manufacturers Association, Tenth Annual Convention, Book-Cadillac Hotel, Detroit.

June 14-19 — Automotive Equipment Association, Mount Royal Hotel, Montreal, Canada.

RACES

Feb. 22 — 300-mile race, Fulford, Fla.

May 1 — Races at opening of new Speedway, Atlantic City.

May 30-31 — 500-mile race, Indianapolis.

June 12-13 — Rudge-Whitworth 24-hour stock car race, Le Mans, France.

S. A. E. MEETINGS

National

June 1-4—Semi-annual meeting, French Lick Springs, Ind.

Mar. 25-26—Annual tractor meeting, in cooperation with American Society of Agricultural Engineers, Chicago.

Sectional

Feb. 23—Buffalo Section: Statler Hotel, Buffalo, 8 P. M. Subject, Progress in Airplane Engine Design, by Arthur Nutt.

Feb. 25 — Detroit Section: General Motors Building, Detroit, 8 P. M.; dinner 6.30 P. M. Subject, Airplane Engine Maintenance, by Lieut. Cyrus Bettis.